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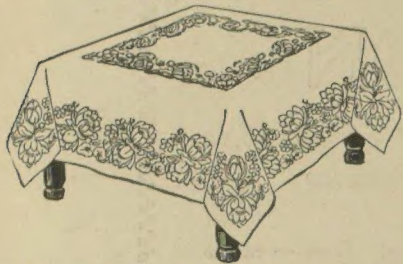
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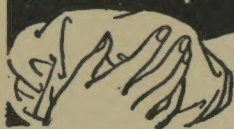
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SWEDEN

The Northern Fairyland

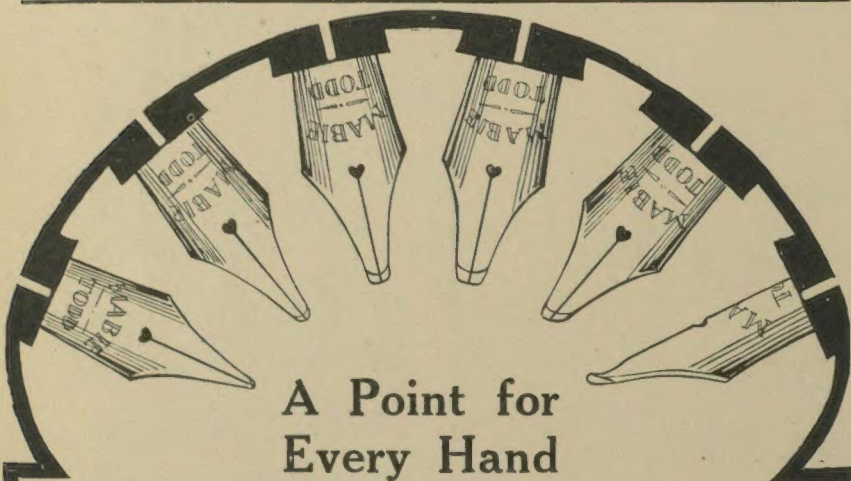
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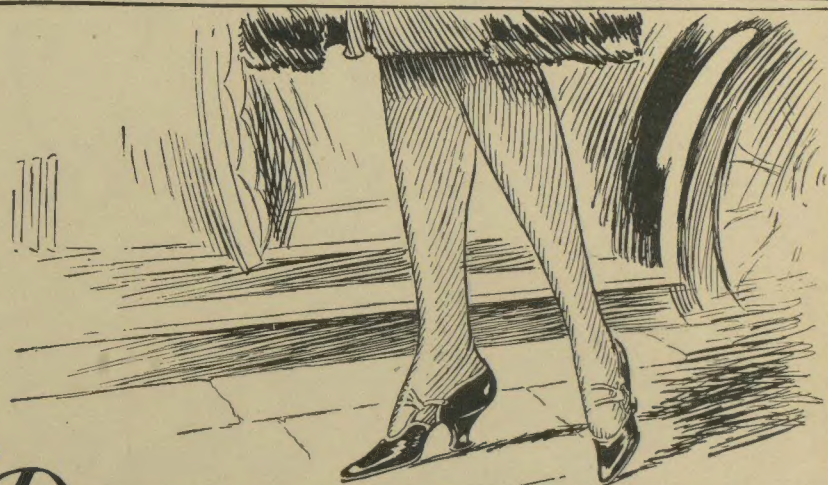
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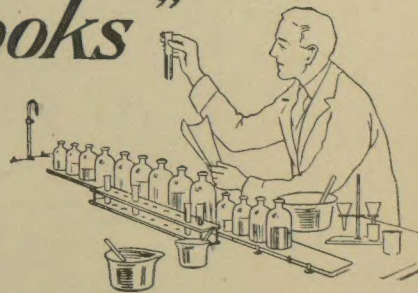
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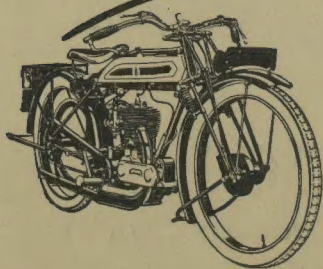
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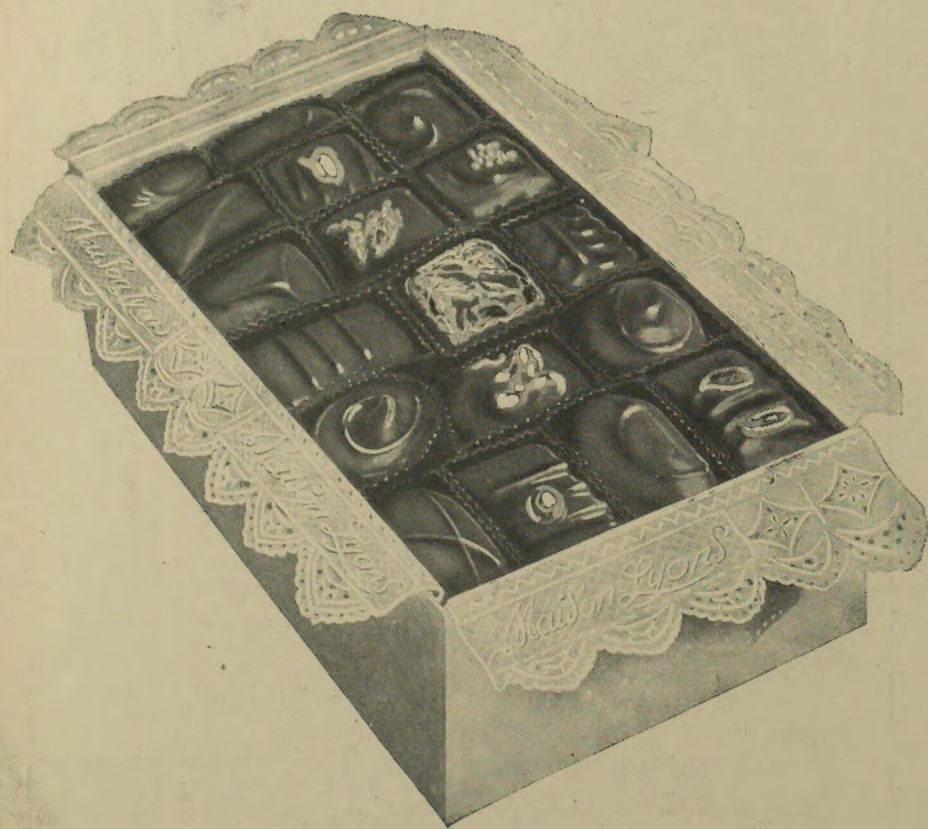
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REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST.

SATURDAY, APRIL 24, 1926.

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ABOUT TO KEEP HIS "SILVER JUBILEE" AS BISHOP OF LONDON: THE RIGHT REV. A. F. WINNINGTON-INGRAM, D.D.

No prelate of modern times has been more distinguished and popular, or associated with more memorable events, than Dr. Winnington-Ingram, and he is now about to celebrate a notable occasion in his career. "The Bishop of London," we read in the "Church Times," "has summoned the clergy of his diocese to meet him in St. Paul's Cathedral on April 30, being the twenty-fifth anniversary of his consecration to the episcopate. He will address the clergy on

'The World Call to the Church.'" The Bishop has worked in London for a much longer period. In 1889 he became Head of Oxford House, Bethnal Green, in 1895 Rector of Bethnal Green, and in 1897 Suffragan Bishop of Stepney and Canon of St. Paul's. During the war he visited both the French front and the Grand Fleet. He was born in Worcestershire in 1858, and was educated at Marlborough and Keble College, Oxford.

PHOTOGRAPH TAKEN SPECIALLY FOR THE OCCASION BY ALBERT HESTER, CLAPTON.



By G. K. CHESTERTON.

IF anybody wants a warning about national judgment on international affairs, let him look at cartoons in old numbers of *Punch*, or read the lesser writings of the great Victorians when they touched on international questions. Of course, there are a certain number of obvious cases where there has been a change of opinion, and where the change of opinion is explicable and excusable enough. Nobody would expect the hearty English squires who joined with the South in jeering at the "absurd ape" whom the Black Abolitionists had made President—nobody could expect them to realise that there would be a statue of Abraham Lincoln in the English streets or a sermon on Abraham Lincoln in every one of the English newspapers. We might as well suppose that the English soldiers who pursued Wallace after the defeat of Falkirk would be able to prophesy that a Miss Jane Porter would some day write a novel called "The Scottish Chiefs," devoured by Thackeray and many other Victorians, including myself at the age of ten. We might as well suppose that the English captains who burned St. Joan of Arc at Rouen could foresee that she would be impersonated to crowded audiences by Miss Sybil Thorndike in a play by Mr. Bernard Shaw.

Practical men are not prophets; if they were they would find out how very impractical it generally is to be a practical man. Nor is it necessarily true in all cases, as it certainly is in the case of St. Joan, that second thoughts are best. Sometimes first thoughts and second thoughts are equally thoughtless. William Wallace was probably not such a bloody traitor as he appeared to the fury of the aged King Edward. Nor was he such a polished patriot and very nineteenth-century Nationalist as he appeared to Miss Porter. Nor again, for that matter, was he probably such a stupid and superstitious barbarian as he would have appeared to Thackeray and the Victorian rationalists, with their immense and incredible ignorance of mediæval civilisation. If Wallace was not the figure presented by Miss Porter, may an admirer venture to doubt whether St. Joan was in all ways the figure presented by Miss Thorndike?

But if this is natural touching figures so far away in the past, it is no less true even of the most recent figures about whom the fashion has changed in a few years. I fear the crowds in the street do not know much more about Abraham Lincoln, after a small group has given him a statue, than they did when a somewhat larger group would have been ready to burn him as a guy. And I am sure the newspapers are quite as wrong about Abraham Lincoln when they belaud him as ever they were when they bespattered him. There was a great deal more to be said for his detractors than his admirers imagine. There was also a great deal more to be said for him than his admirers ever say. He was certainly nothing at all like the ideal and almost divine being whom journalistic rhetoric invokes as if he were a god. It would really be better to go back to saying he was like an ape, if that would induce some of our evolutionists to remember that he was a little more like a man.

But in these personal and particular cases there is at least a point at issue, a pivot on which opinion could turn. The point was never the real point, and the opinion was generally wrong both ways. When the English thought that the North was not fighting for the Negro, in which they were quite right, they howled at the Northern President as a hypocrite—in which they were quite wrong. Now that they have come to the conclusion that the North was fighting for the Negro, in which they are quite wrong, they admire the President who really did something quite different—in which they are quite right. It sounds a little mixed, and so it is. But the English were much nearer to historical truth when they said that the Southerners were a nation struggling to be free than they are now

when they talk as if the Negroes had been a nation struggling to be free. It was quite right that they should be free; but they were not a nation and they certainly never struggled. It is not unhistorical to say that the Southern Confederacy at least might have become a nation; and they certainly struggled like the most immortal heroes of history.

I only give this as an example of a state of things very common and not very commonly realised. I mean the condition in which people have one fleeting and generally rather fantastic glimpse of something resembling the truth, and then settle down comfortably and finally in falsehood. But though the change may sometimes be from the true to the false, as well as from the false to the true, the change in these individual cases is intelligible. A particular argument



LEADERS OF THE MINERS IN THE COAL CRISIS: MR. HERBERT SMITH (LEFT), PRESIDENT, AND MR. A. J. COOK, SECRETARY, OF THE BRITISH MINERS' FEDERATION, AT DOWNING STREET.

Shortly after their interview with the Prime Minister at No. 10, Downing Street, on April 15 (the occasion of this photograph), Mr. Herbert Smith and Mr. A. J. Cook attended a conference of the International Miners' Federation in Brussels, and obtained promises of foreign support. Negotiations here between owners and miners had broken down on the issue of settlement by district (as proposed by the owners) or on national lines (as demanded by the miners). Mr. Baldwin arranged to meet the owners' representatives again shortly. Meanwhile, after his return from Brussels, Mr. Cook made a truculent speech at an I.L.P. Industrial Conference at Clapham, saying, among other things, that "the present wages were a disgrace to a civilised community," and that "a strike of the miners would mean the end of capitalism."—[Photo. by G.P.U.]

or motive operates in connection with a particular person or institution; the circumstances change and the views change with them. I fear it is more often the motive that creates the argument than the argument that creates the motive. But anyhow, certain desires or prejudices prompted certain Englishmen to oppose the Northern power in America and to oppose Lincoln along with it; other desires or prejudices have now made them sympathise with that social type, and therefore with that type at its best. The cult of Lincoln is therefore comprehensible and creditable.

But the sort of misunderstanding I mean is not the misunderstanding of a man or of an incident;

it is rather the resolute refusal to understand anything. Take once more for convenience the case of Abraham Lincoln. No man was ever more logical; no man was ever more lucid; no man had a finer talent for stating exactly what he meant, as distinct from what he did not mean. He was a man who knew what he thought, which involves the unusual hobby of thinking. Nothing could be better, for instance, than the passage in which he explains that he is *not* waging war against Negro slavery, though he does definitely condemn that slavery. That alone would serve to mark the distinction between the man who knows what he means and the ape who only knows what he wants. For Lincoln did most certainly *want* to abolish slavery. He wanted it very much, but it was not the thing that he was at that moment trying to do and making himself responsible for doing. He could distinguish among his own thoughts; an excellent habit, but one which I fear will not be spread universally among the English populace merely by putting up a statue of Lincoln in London.

Now the sort of thing I am thinking of at the moment is this. A man might hear of an American and assume that an American was an ape. A man might dislike apes or dislike Americans, or reach the stage of fury which does not mark sufficiently the distinction between the two. A man might be so bitter against the North as to want to put a bullet into the President in the manner of Wilkes Booth. All that is red, rabid, raging prejudice; it not unfrequently reaches the point of raving lunacy; but it has nothing necessarily to do with stupidity. It is simply a hatred which hates even to hear the other side. Many men of very fine intelligence have been carried away by such hatreds. But suppose a man more or less mildly self-satisfied, not especially enraged, not in any way threatened, sat down to read Abraham Lincoln's lucid statement about Slavery and the War. Suppose he reads it slowly and calmly, and even in a sense carefully. And suppose he then says that it is a lot of long-winded words that seem to be all about slavery not being half so bad after all. Suppose that is all he can comprehend of what the clear brain has striven so hard to make comprehensible. That is the dangerous sort of fool; that is the world-destroying sort of folly; more foolish than the bullet of Booth; more foolish even than the burning of Joan of Arc. To be unable to understand a thing intelligently because it is stated intelligibly—that is the madness with which indeed the gods can destroy men.

This is what was the matter with the Victorian comments on Continental and even Colonial affairs. It was not prejudice, for that implies that the mind has at least formed some firm idea, though on infirm evidence. It was simply sloth; the vice which the Victorians condemned most in their business was the one which they indulged most with their brains. I have just been reading a contemporary English criticism on the theory advanced by Louis Napoleon, afterwards Napoleon III., in general justification of the policy of Napoleon I. It is not by a man insular or idiotic even in the Greek sense. It is by a man of a classical sort of culture and a man who rather prided himself on being a cosmopolitan. It is not rabid or vulgar or ill-written, for the man who wrote it was called William Makepeace Thackeray. But it is written by a journalist who thinks a man must be a bore if he attempts to be a theorist. It never occurs to him for a moment to consider the real questions raised by the popular dictatorship of Napoleon: What is monarchy? What is liberty? What is public opinion? He is simply a journalist making jokes about Boney. It may be asked why I should dig up such a dusty trifle and mention it now. I should answer—for one thing, because the journalist of to-day is making exactly the same jokes about Mussolini.

THE VICEROY IS GONE—LONG LIVE THE VICEROY! INDIA'S EXCHANGE.

PHOTOGRAPHS BY SPORT AND GENERAL, CLIFTON, BARRATT, C.N., AND FARRINGTON PHOTO. CO.



THE NEW VICEROY OF INDIA GREETED AT BOMBAY: LORD IRWIN SHAKING HANDS WITH NATIVE RULERS.



INCLUDING THE RETIRING VICEROY AND HIS SUCCESSOR: A GROUP AT GOVERNMENT HOUSE, BOMBAY—(L. TO R., IN FRONT) LADY WORSLEY, SIR HENRY LAWRENCE (ACTING GOVERNOR), LADY IRWIN, LORD READING, LADY READING, LORD IRWIN, LADY LAWRENCE, LADY MARY HERBERT.



A MAJESTIC WELCOME TO THE NEW VICEROY ON HIS ARRIVAL AT BOMBAY: THE CEREMONY AT THE GATEWAY OF INDIA, SHOWING THE GOVERNOR'S BODYGUARD, THE 2ND LANCERS, AND THE GUARDS OF HONOUR.



THE NEW VICEROY LANDING AT BOMBAY: LORD AND LADY IRWIN AT THE APOLLO BUNDER, WITH SIR HENRY LAWRENCE, THE ACTING GOVERNOR, CONDUCTING THEM TO THE RECEPTION PAVILION.



"THE END OF FIVE GREAT YEARS": THE EX-VICEROY BACK IN LONDON—(L. TO R.) LORD ERLEIGH (HIS SON), SIR LESLIE WILSON (GOVERNOR OF BOMBAY), LORD AND LADY READING, AND LADY ERLEIGH WITH HER SON.

Lord Irwin, who has succeeded Lord Reading as Viceroy of India, arrived at Bombay, with Lady Irwin, on April 2, and their reception by the Acting Governor, Sir Henry Lawrence, at the Gateway of India, was a brilliant ceremony. Lord and Lady Reading sailed from Bombay for England on the following day, and soon after their departure the new Viceroy was sworn-in. On April 6 Lord and Lady Irwin entered Delhi in state and drove in procession to the Viceregal Lodge. A day or two later they went on a short visit to the Punjab, intending to leave Delhi for Simla on April 20. During his inaugural tour of the principal cities, Lord Irwin unfortunately contracted fever. A message from Dehra Dun, his

residence at Delhi, of April 12 stated that he was making satisfactory progress. Lord and Lady Reading arrived at Dover on April 17, and were met there by their son, Lord Erleigh, and his wife, who travelled with them in the special train to London. At Victoria they were greeted by a distinguished company, including Lord Colebrooke, representing the King; Lord Birkenhead, Secretary for India; and Sir Leslie Wilson, Governor of Bombay. In reply to enquiries, Lord Reading said: "It is the end of five great years to me." His Viceroyalty, indeed, has been a memorable achievement in a difficult period. Lady Reading, despite ill-health, has done devoted work for Indian women and children.



THE WORLD OF SCIENCE.



PIONEERS AMONG PORPOISES.

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Infancy of Animals," "The Courtship of Animals," etc., etc.

ONE of my readers has asked me whether I can tell him why, when porpoises or other cetaceans enter a river, they always continue their upward course until they can get no further, when they are either hunted to death by excited men in boats or die a natural death? So far as I can see at present, this query is unanswerable. But one may hazard guesses. To begin with, these creatures live in a practically illimitable space, and their normal custom seems to be to drive straight ahead. Whether, eventually, they turn of set purpose, or whether they swim as men walk when they have no guide-marks, in wide circles, is a matter, for the moment, on which we have no data. But that they do turn eventually seems clear from the fact that each species of cetacean has its own geographical distribution, as positively defined as that of migrating birds.

When a porpoise enters a river it finds itself in a totally unfamiliar environment, for it is hemmed in on either side by an impassable barrier. Hence, probably, it forges ahead in a sort of vague hope of coming presently to open water. But by this time it will have exchanged salt water for fresh. The material difference in density which accompanies this change to fresh water may have a profound physiological effect on the bemused wanderer, perhaps inducing a dazed condition. I should like to see the experiment made

return to the sea, or whether we have here the evidence we are seeking—a species which has developed individuals which are sufficiently plastic to adapt themselves to the conditions imposed by fresh water. The change, probably, was gradual, and accompanied by "selection"; some individuals in the competition for food straying further and further from the sea, and perhaps losing all desire to return. In the course

And, having discovered it, how did it manage to seize its victims? Being a large animal, some 7 ft. long, it must have required a considerable amount of food during the day. With this creature was also taken a small black dolphin—or rather, porpoise—(*Meomeris phocaenoides*), and this, too, was blind. This I also had the good fortune to dissect, and from its stomach I took a large quantity of prawns. Now if the fish taken by the vastly larger Lipotes are hard to catch, how much more so must be such relatively small and extremely active creatures as prawns? Lipotes has a mouth armed with formidable teeth, but this little prawn-eater had but the feeblest of teeth, which barely topped the gum, and a ridiculously feeble-looking mouth. Nevertheless, handicapped as it appeared to be, it contrived to thrive. Exactly how it manages to perform this feat we can hardly hope to discover, owing to the turbidity of the water in which it lives.



PRACTICALLY BLIND THROUGH LIVING IN MUDDY WATER: THE DOLPHIN OF THE LA PLATA ESTUARY (ABOUT 4 FT. LONG).

The La Plata Dolphin lives in the estuary of the Rio de la Plata. Owing to the muddiness of the water, it has suffered the loss of its sight, the eyes having become reduced to the condition of mere vestiges.

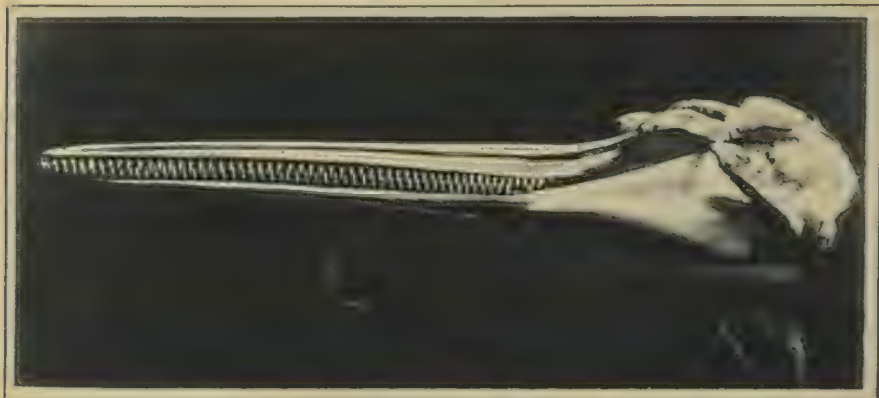
of time, doubtless, the river-dwellers will develop peculiarities of their own, and so bring about a more marked difference between themselves and their marine relations.

Let us turn now to the consideration of three very remarkable "river-dolphins."

In how far one of these, the La Plata dolphin (*Pontoporia blainvillei*) is to be regarded as a river-dweller I am at present unable to say, but it is fairly plentiful in the estuary of the Rio de la Plata. It is a small bronze-coloured animal, about four feet long, but with eyes so reduced in size as, I should imagine, to be practically useless. This condition has come about owing to the fact that it passes all its life in muddy water, a common feature of estuaries. Large eyes, under such conditions, would be worse than useless, for they would

But the most remarkable of all these is the Susu (*Platanista*), which is found in the Ganges, Indus, and Brahmaputra. To begin with, it has a surprisingly formidable armature of teeth, as may be seen in the accompanying photograph, and they undergo striking changes of form with age, since in the young animal they are long, thin, and sharp; in the adult thick and blunt. No other cetacean shows such changes. The skull, however, reveals another even more remarkable character, for which no explanation is forthcoming. This consists in the development of the maxillary bones to form two great, flat, upstanding plates, which grow up to meet one another in the middle line, and form a great cave-like chamber above the upper jaw. The rudiments of this peculiar feature are apparently to be found in two curious nodules of bone found, and described, by my friend Mr. M. A. C. Hinton and myself some years ago in Lipotes, lying on either side of the base of the blow-hole.

Finally, mention must be made of another "river-dolphin" found in the Cameroon. It is described as being eight or nine feet long, and having a very remarkable upstanding blow-hole. But, stranger still, it is said to be a vegetarian, wherein it is unique among whales. It has never, however, been examined by any anatomist, and all that is known of its structure has been gathered from a single skull in the British Museum of Natural History. It is greatly to be hoped that some enterprising naturalist living in this region will make strenuous efforts to obtain specimens for scientific study. I have done my best to answer my correspondent's query, and to show that structural changes, due to the migration from the sea, sooner or later are bound to take place, in response to the conditions of the changed environment.



WITH TWO HUNDRED OR MORE TEETH, AND A VERY SLENDER LOWER JAW: THE SKULL OF THE LA PLATA DOLPHIN.

The most striking feature of the skull of the La Plata Dolphin is the extreme slenderness of the lower jaw, and the great number of the teeth: 200 are commonly present, and there may be as many as 240, all very small and sharp.

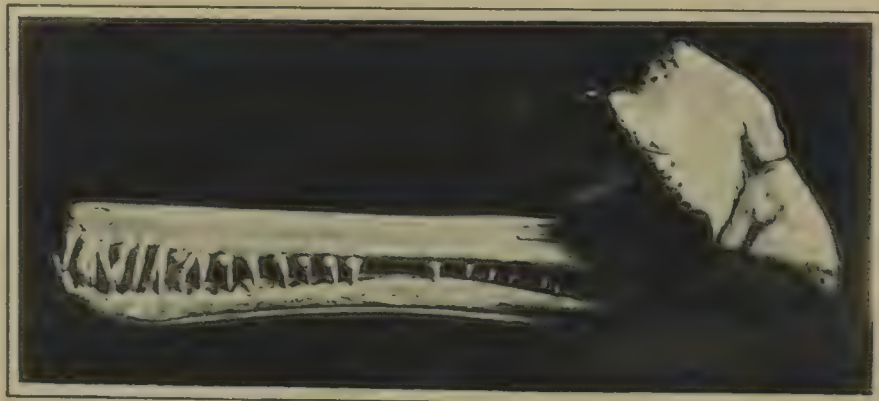
of catching one of these river-trapped porpoises, say, up the Thames at Richmond (where one was seen quite recently) and releasing it with its head down-stream; it might "take the hint" and regain its freedom.

This behaviour on the part of our native cetaceans becomes the more interesting when we come to consider the fact that there are many rivers, in widely distant parts of the world, inhabited by cetaceans which never enter the sea. The manner of the evolution of such species is fairly easily grasped when it is realised that the raw material is at hand in certain species which haunt estuaries, rather than the open sea. Some of these penetrate the rivers for considerable distances, returning to salt water, probably, with the tide.

The Malayan Spotted-dolphin (*Sotalia borneensis*) is one of these. The Irawadi dolphin is another. This animal is found in the Irawadi River, Burma, at distances of from 300 to 900 miles from the sea. It is a particularly interesting species, because it is represented by another found in the Bay of Bengal, and it is a moot point as to whether these two can rightly be regarded as distinct, so closely do they resemble one another. If they are one and the same, then we have to find out whether individuals haunting the uppermost reaches of the river periodically

be a constant source of danger owing to disease brought about by the irritation of the delicate surface of the cornea by the gritty particles in the water. This conclusion is borne out by what obtains in the "Susu" of the Ganges (*Platanista gangetica*), the Chinese dolphin (*Lipotes*), and the Amazonian dolphin (*Inia*), which are all practically, if not quite, blind, the eyes having become reduced to mere vestiges, visible externally only as mere depressions, and all alike live in turbid water.

Lipotes lives nearly a thousand miles up the Yangtse - Kiang. One which I dissected some year or two ago had a stomach full of large spiny-finned fishes resembling sea-bream. By what subtle sense did this animal discover such agile prey?



WITH FORMIDABLE TEETH THAT CHANGE WITH AGE, AND A MYSTERIOUS CAVE-LIKE CHAMBER ABOVE THE JAW: THE SKULL OF THE UNIQUE SUSU, OF INDIAN RIVERS. The skull of the Susu is one of the most remarkable among the Cetacea; partly on account of the development of a pair of upstanding bony plates to form a cave-like chamber above the jaw, and partly because of the remarkable changes in the form of the teeth from the immature to the adult stage.

HOME NEWS OF THE WEEK: OCCASIONS OF NOTABLE INTEREST.

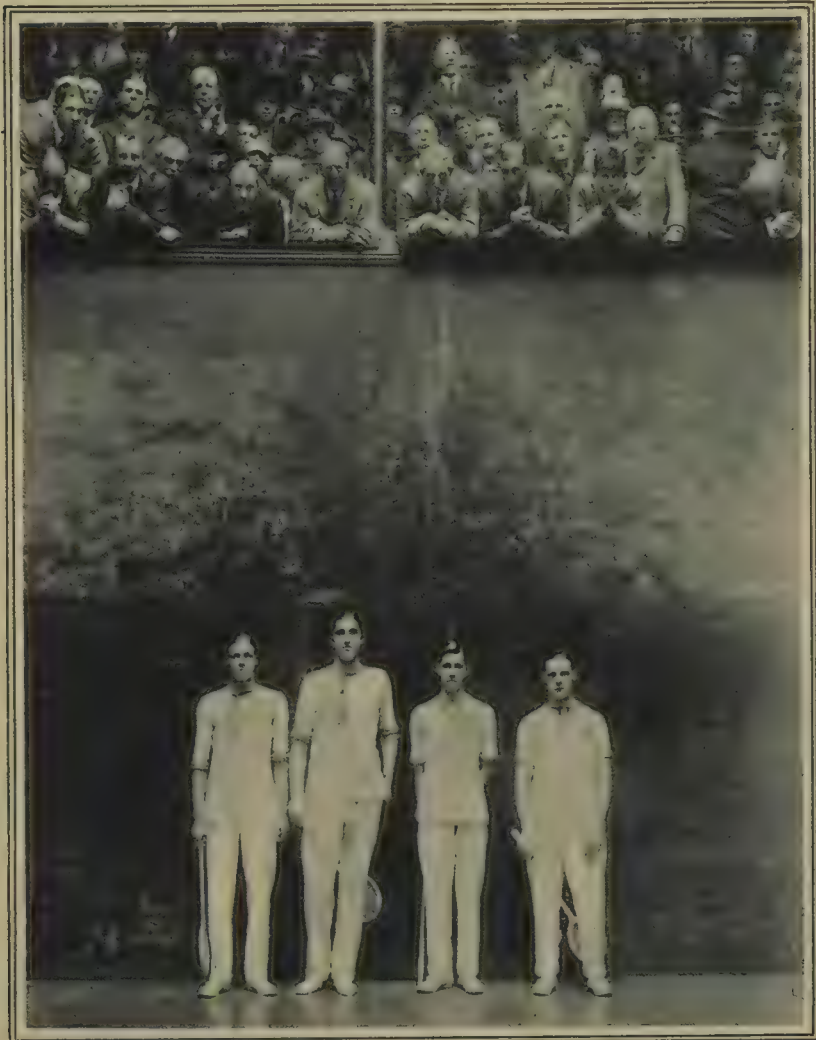
PHOTOGRAPHS BY I.B., TOPICAL, SPORT AND GENERAL, AND C.N.



AND SHALL THE MINERS STRIKE?—HERE'S TWENTY THOUSAND BRITISH WOMEN WILL KNOW THE REASON WHY! THE WOMEN'S GUILD OF EMPIRE MARCH, IN TRAFALGAR SQUARE.

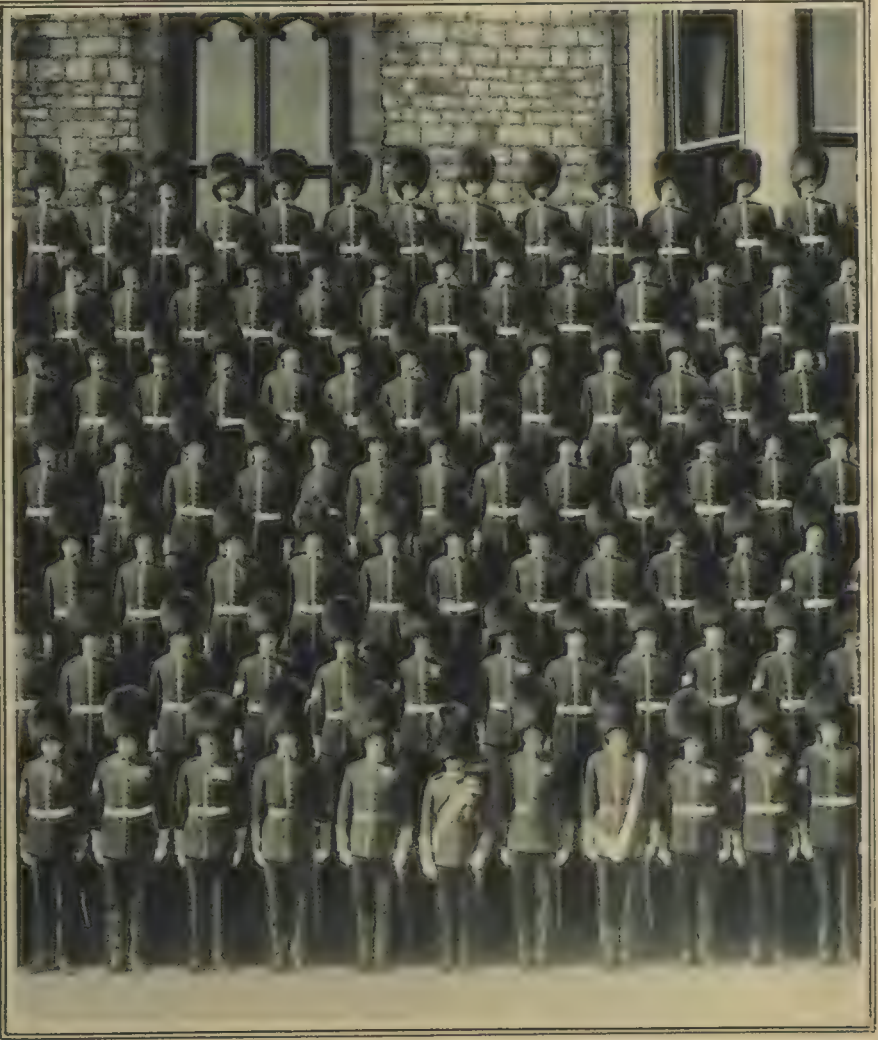


HEADING THE WOMEN'S ANTI-STRIKE MARCH THROUGH LONDON: MRS. LIONEL GIBBS, A WELL-KNOWN HORSEWOMAN, CARRYING A UNION JACK, WITH HER ATTENDANT RIDERS.



A PUBLIC SCHOOL RACKETS FINAL IN THE PRESENCE OF THE PRIME MINISTER (FOURTH FROM LEFT IN FRONT ROW OF SPECTATORS): THE HARROW PAIR (LEFT) AND THE WELLINGTON PAIR (WINNERS).

Twenty thousand women took part in a great demonstration for industrial peace, organised by the Women's Guild of Empire, in London on April 17. They came from all parts of the country, and over ninety per cent. were said to be wives and daughters of miners, railwaymen and other industrial workers, or of sailors. At their head rode about twenty horsewomen, several of whom were members of the Whaddon Chase, and four, mounted on greys, led the procession. Banners bore inscriptions such as "Miners' wives want district settlements." The women



THE KING PHOTOGRAPHED FOR THE FIRST TIME WITH HIS COMPANY OF THE GRENADEER GUARDS (AVERAGING 6 FT. 3 IN. IN HEIGHT): HIS MAJESTY (CENTRE, FRONT ROW) IN A GROUP ON THE TERRACE AT WINDSOR.

marched from the Embankment to the Albert Hall, where a mass meeting was held and an anti-strike resolution passed.—Mr. Baldwin, who is an old Harrovian, watched the final of the Public Schools Rackets Championship at Queen's Club, on April 17, when Wellington (R. C. Dobson and J. Powell) beat Harrow (A. M. Crawley and N. M. Ford) by 4 games to 3.—His Majesty inspected the famous King's Company of the 1st Battalion, Grenadier Guards, of which he is Colonel-in-Chief, on April 17 at Windsor Castle.

WHERE MUSSOLINI SAW "THE GRANDEUR THAT WAS ROME" IN AFRICA.

PHOTOGRAPHS BY THE ARCHÆOLOGICAL DEPARTMENT OF TRIPOLI, SUPPLIED BY PROFESSOR FEDERICO HALBHERR.



STILL PARTLY BURIED IN THE SAND: A MAGNIFICENTLY CARVED MARBLE PILLAR IN THE SEVERIAN BASILICA AT LEPTIS MAGNA.



SHOWING THE MAJESTIC COLONNADE AND PILLARS WITH WONDERFUL CARVING: THE PRESENT STATE OF THE EXCAVATIONS AT THE SPLENDID SEVERIAN BASILICA AT LEPTIS MAGNA.



ONE OF THE GRANDEST RELICS OF ANCIENT ROMAN WORK AT LEPTIS MAGNA: THE GREAT DOORWAY AND STATE ENTRANCE TO THE THERMÆ (BATHS).



RECALLING THAT OF THE MEDICI AT FLORENCE: A STATUE OF VENUS FOUND AT LEPTIS MAGNA LAST YEAR IN THREE FRAGMENTS, NOW RESTORED.

On his arrival in Tripoli on April 11, Signor Mussolini, mounted on an Arab horse, said to the assembled Arabs: "His Majesty our King guarantees you perpetual protection, and wishes this land, which contains so many vestiges of Rome, to be rich, happy, and prosperous." On various other occasions during his visit he alluded to the ancient Roman colonies that were coming once more under the dominion of Rome. On April 15 he motored from Tripoli to the port of Homs, seventy-eight miles along the coast, and found his name acclaimed

there, in green posters on the white walls of the town, as "the new Cæsar of modern Rome." Later he visited the splendid ruins of Leptis Magna (situated near Homs), which in the time of Christ was a great Roman city and seaport. He arrived back in Rome on April 17. "The Italians," says a writer in the "Daily Telegraph," "have done wonders in the few years since they wrested Libya from the desolation in which it had lain for centuries under Turkish rule. They are bringing it back to prosperity and reviving its ancient industries, and

[Continued overleaf.]

VISITED BY "THE NEW CÆSAR OF MODERN ROME": LEPTIS MAGNA.

PHOTOGRAPHS BY THE ARCHÆOLOGICAL DEPARTMENT OF TRIPOLI, SUPPLIED BY PROFESSOR FEDERICO HALBHERR.



THE GREAT
ROMAN THERMÆ
(IN THE MIDDLE
DISTANCE) AT
LEPTIS MAGNA
AS THEY NOW
APPEAR:
A GENERAL VIEW
OF THAT
QUARTER OF THE
ANCIENT CITY,
RECENTLY VISITED
BY SIGNOR
MUSSOLINI
DURING HIS
TOUR
IN TRIPOLI.

NOW ENTIRELY
CLEARED AND
RESTORED BY
ITALIAN
ARCHÆOLOGISTS:
THE CENTRAL
PART OF THE
ROMAN THERMÆ
(BATHS) AT
LEPTIS MAGNA,
NEAR HOMS,
WHERE SIGNOR
MUSSOLINI
WAS ACCLAIMED
AS "THE NEW
CÆSAR OF
MODERN ROME."



Continued.

they find a constant encouragement to proceed as they uncover the ruins of so many ancient cities, and see before them the visible proofs of the civilisation which once made the old Roman province of Africa renowned through the ancient world. . . . How can Englishmen refuse their sincere congratulations to those who are engaged in the resurrection of such historic glories? It is not sufficiently realised how prosperous and progressive a land Northern Africa was in the first three or four centuries of our era. . . . The little town of Homs, which the

Duce visited, is close to the site of Leptis Magna, formerly one of the richest trading towns of Libya, whence started the old coast road to Carthage. Its river has dwindled to a brook; the harbour is blocked with sand. But Signor Mussolini did not forget that Leptis gave two Emperors to Rome in the persons of Septimius and Alexander Severus." Previous stages in the excavations were illustrated and described in our issues of January 10 and 24 and June 6, 1925. Above are the latest results of the work conducted there by Professor Bartoccini.

"I Rose Eagerly to the Great Adventure."

"MY LIFE AS AN EXPLORER." By SVEN HEDIN.*

ON an occasion in Sven Hedin's life of organised wandering, it happened thus: "When the Tanguts asked Lobsang what was in our boxes, he, without winking an eye, replied that the large ones contained two soldiers and the small ones only one. I had a small light stove of sheet iron, with a stove-pipe, for heating my tent. Lobsang said it was a gun. The Tanguts expressed astonishment that a gun should be heated, whereupon Lobsang explained that this was the common practice when the weapon was ready for action. He told them that balls were showered over the enemy through the pipe, and that no earthly power could resist such a hail of bullets."

The ruse was a success; and it was by no means solitary. Much wile was in the journeyings the famous Swede made into the map's white spaces. But craft and his Aladdin's Lamp, his backers, were by no means the traveller's all. The dominating factors were determination, an insatiable curiosity, and the fine courage which enabled him to write, and write unaffectedly, of his abortive move towards Lhasa: "I rose eagerly to the great adventure."

The desire for the unknown was inborn. The first trend was to the North; but Fate changed the course. In 1885 young Hedin left school to find himself on the threshold of Asia, tutoring at Baku, the "City of the Winds" that marches with the "Black Town," the forest of derricks, the Empire of Oil Kings. Thence he rode into Persia, and, by way of Kazvin, to yellow, dusty Teheran.

There he saw the bejewelled "King of Kings," the Shah Nasr-ed-Din—and the sights about the city; and ambled on to Ispahan, to the ruins of Persepolis, to Shiraz, of wine, women, song and roses; and so to Bushire, and, by steamer, to Basra and Bagdad. Next, by caravan, to Kermanshah, and, by horse and boat, through Teheran again, back to Baku, and on to Constantinople.

The future was settled. Asia called. "Apprenticeship" was not over. It included an interpreter-ship with an embassy sent by King Oscar II. to the Shah. In Teheran, Hedin saw Nasr-ed-Din once more, and that Imperial Museum whose lock is closed with a seal broken only that distinguished guests may see the treasures it confines—"the diamond Daria-i-Nur, or "Sea of Light," and a terrestrial globe, two feet in diameter, on which the oceans were represented by closely-set turquoises, the Arctic regions by diamonds clear as crystal, and Teheran by another jewel"; with "glass cubes entirely filled with real pearls from the Bahrein Islands, turquoises from Nishapur, and rubies from Badakshan," and many another gem, gorgeous and glittering. Afterwards came a marauding visit to the Parsee "Tower of Silence" near Hashemabad, in search of fire-worshippers' skulls for the Craniological Museum of Stockholm; and a summer trip to the Elburz Mountains, in the train of the Shah, who took with him ladies of the harem guarded by eunuchs and dwarfs, and, most honoured of all, "Asis-i-Sultan, which means 'the King's affection' . . . a twelve-year-old ugly and consumptive whelp of a boy, the Shah's living talisman, or mascot. Without him the Shah could not travel or undertake any enterprise or, indeed, live. His superstitious affection for this unlovable person was said to have had its origin in a prophecy which limited the Shah's years by the life of the boy. Thus the boy was looked after with the utmost solicitude. He had his own court, his dwarfs, jesters, negroes, masseuses and servants to execute his slightest wish." And he was a marshal of the army. Because of his influence over the King, everyone was ready to stand on his head for him, though secretly they all wished him dead."

Next: Meshed, the capital of Khorasan, with the graves of the "Arabian Nights" Caliph, Haroun al-Raschid; Nadir Shah; and the Imam Riza, destined to lead the Faithful by the hand to Paradise on Resurrection Day. Finally, Bokhara-i-Sherif, "the Noble Bokhara," an Asiatic Rome; Samarkand; Tashkent, capital of Russian Central Asia; Kashgar, "more distant from the ocean than any

other city in the world"; and a "wild and whizzing" visit to the Emir of Bokhara.

That was all preliminary. "Before me lay great and serious geographical problems," writes Sven Hedin. "Step by step I had worked my way deeper towards the heart of the largest continent of the world. Now I was content with nothing less than to tread paths where no European had ever set foot." The explorer began his true career. How well he sated his ambition is a part of history. In peril from man and beast; hungry, thirsty, and weary; delirious in fever, weakened by rarefied air, menaced by quicksand, scorched by the sun, chilled by snow and ice, drenched by rain, half-smothered by gale-driven sand, he sought openly and by stealth, charting and noting; now as himself, now disguised as a shepherd or as a Buriat pilgrim. His tribulations were enough to daunt a Val-

It had been left in the ruins. Ordek was sent for it. He returned—and reported other remains, including beautifully carved wooden boards. "Ordek," adds Hedin, "took it upon himself to guide me to the place where he had discovered the carved boards. How fortunate that he had forgotten the spade! Otherwise I should never have got back to the ancient city to carry out this most important discovery, which was destined to spread a new and unexpected light upon the ancient history of the very heart of Asia." This was in March 1900. Hedin postponed his proposed expedition to Lhasa and gave the winter to the desert, marching through the Gobi to the Lop and reaching the coveted site almost exactly a year after it had been first located. Thus was found Lou-lan, which flourished in the third century A.D., and was to yield its story and its treasures to Ellsworth Huntington, to Tachibana, and, especially, to Aurel Stein.

Other enterprises, other conquests. Sven Hedin beat the elements, native opposition, and official red-tape—and, in Tibet, learnt, amongst numerous more vital things, that the only acceptable rupees bear the effigy of Queen Victoria! "The Queen wears an Imperial crown and a pearl necklace and looks like a Buddha; while of the King no more is shown than his head, and that without a crown." In Tibet, too, he crossed a section of the earth's surface which "had been as little known as the other side of the moon." In forbidden

Shigatse he was allowed to witness the New Year Festival, the greatest annual rite of Lamaism, and was welcomed by the Precious Teacher, the Tashi Lama, at his "Vatican" in the Tashi-lunpo, "a gumpa, an abode of solitude, or monastery."

At Linga-gompa was a hermit's cave, a pitch-dark cell without an entrance and without windows. Ventilation was by a small chimney, and "near the ground there was an aperture in the wall, through which food was pushed in on a piece of wood . . . a lama had been walled in for three whole years. . . . He had come to Linga three years before, unknown and nameless. As the cave was unoccupied, he made the most binding and terrible of all monastic vows, namely, to let himself be immured there for the rest of his life. Another hermit had died shortly before, after spending twelve years within its walls; and before that a monk had lived in its darkness for forty years. . . . Every morning a bowl of *tsamba*, and perhaps a small pat of butter, were shoved into him. He got water from a spring that bubbled in the interior of the cave. Every morning the empty bowl was withdrawn and refilled. Every sixth day he got a pinch of tea, and twice a month a few sticks, which he could ignite with a fire-steel. . . . And one day there would come a knock on his door, made by the only friend that could visit him in the cave. It would be Death, who had come to lead him out of the dark and take him away to the great light in Nirvana."

Then the traveller traced the source of the "Son of Brahma," the Brahmaputra: "Below us was the lower part of the glacier that fed the largest of all the source brooks of the Kubi-tsangpo, the one from the Langan mountain masses. Here was the source of the Brahmaputra, and here the altitude was 15,950 feet."

The source of the Indus was the next quest—Singikabab, the "Lion's Mouth." "A spring flowed from under a flat shelf of rock in four streams, which united into a single stream. Three high cairns and a square *mani* chest, ornamented with beautiful symbolic carvings, gave evidence that the spot was sacred. It was 16,940 feet above sea-level. . . . Thus I had the joy of being the first white man to penetrate to the sources of the Brahmaputra and the Indus, the two rivers famous from time immemorial, which, like a crab's claws, encircle the Himalayas, the highest mountain system on earth."

But enough! Sufficient it is to have suggested the scope and the fascination of Sven Hedin's "My Life as an Explorer." To gain full knowledge, to realise the magnitude, the daring of the traveller's expeditions, their drama, their variety, the book must be read, and none should hesitate to read it. It is the essence of Romance.

E. H. G.



DRAWN BY SVEN HEDIN: TESTING THE STRENGTH OF THE ICE ON THE FRESH-WATER LAKE OF TSO-NGOMBO.

With regard to the first illustration, Dr. Sven Hedin writes: "I decided to build a sort of sledge, or float, of camel-ladders and tent poles, cover it with felt mats, and then haul the camels, one by one, across the thin ice." The strength of the ice was tested in the manner shown, the sledge holding as many men as equalled the weight of one camel. As to the second illustration, it shows a cloistered cell. Lamas are seen in the foreground, and the dead man, with a many-coloured crown on his skull, is seen sitting on his bed.

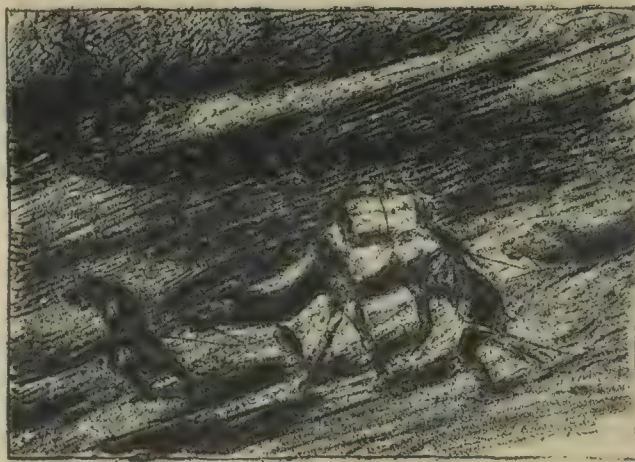
Drawn by Dr. Sven Hedin; and Reproduced from his "My Life as an Explorer," by Courtesy of the Publishers, Messrs. Cassell.



WITH THE DEAD MAN SEATED IN THE BACKGROUND: LAMAS READING PRAYERS FOR THE DEAD IN TARTING-GOMPA MONASTERY.

halla of venturers; but his triumphs were a cornucopia of conquests.

Essentially he was a pioneer, and he blazed trails that have proved open roads to those coming after.



A HAZARD OF THE EXPLORER'S LIFE: "WORKING OUR WAY THROUGH THE SAND-STORM."

Drawn by Dr. Sven Hedin; and Reproduced from his "My Life as an Explorer," by Courtesy of the Publishers, Messrs. Cassell.

Based on Khotan, "known to the Chinese for thousands of years, and revealed to Europe by Marco Polo," he went in search of an ancient town which, so said legend, was buried in the desert. He found it—"the Ivory Houses"—relics of a civilisation of some two thousand years ago; and, later, Kara-dung, "the Black Hill," with traces of structures "dating from the period when Buddha's teachings prevailed in the far interior of Asia." It was left to Aurel Stein to excavate and examine expertly twelve years afterwards.

By the Tarim River he reached Yangi-kol, where his encampment became known as "The Houses Built by the Lord," and from there he started on that trip into the yellow clay desert which resulted in a "find" that was to be epoch-marking. Remains of wooden houses stood on a clay hill. The expedition had but one spade: it disclosed Chinese coins, iron axes, and wooden carvings. In the south-east was a clay tower, and from this three others could be seen. The travellers moved on. It became necessary to dig for water. The spade was missing.

* "My Life as an Explorer." By Sven Hedin. With 168 Illustrations from drawings by the Author. (Cassell and Co., Ltd.; 25s net.)

A FAMOUS ROYAL PORTRAIT UP FOR SALE: MORO'S "MARY TUDOR."

BY COURTESY OF MESSRS. SOTHEBY AND CO.



BY THE DUTCH MASTER WHO SMEARED KING PHILIP'S FINGERS WITH CARMINE, AND HAD TO LEAVE SPAIN:
"QUEEN MARY TUDOR," BY ANTONIO MORO (PANEL, 28 IN. BY 22 IN.), TO BE SOLD AT AUCTION.

This very interesting historical portrait, which belonged to the late Rosalind Countess of Carlisle, is announced for sale at Sotheby's on May 6. Antonio Moro, as he was called in Spain, was a Dutch painter, born at Utrecht in 1512. He was known in Holland as Antonis Mor, and in England as Sir Antonio More. He went to Spain in 1552, and Prince Philip, afterwards Philip II., sat to him. Two years later he came to England to paint a portrait of Queen Mary,

before she became the King's second wife, in 1554. The artist afterwards returned to Spain with Philip, who treated him with familiarity. One day, while he was painting, the King slapped him jocosely on the shoulder, and Moro, on the impulse of the moment, brushed the royal fingers with carmine. Realising his dangerous indiscretion, he fell on his knees and asked pardon. Philip took it in good part, but on secret advice Moro left Spain.

OLD TRADES AND NEW KNOWLEDGE.

1.—THE TRADE OF THE SAILOR.

By Sir William Bragg, K.B.E., F.R.S., M.A., D.Sc., Director of the Royal Institution, Fullerian Professor of Chemistry there, and Director of the Davy-Faraday Research Laboratory.



Sir William Bragg has again written for us, as in previous years, a series of six articles condensing his delightful Christmas lectures given at the Royal Institution. The new series will deal respectively with the trades of the sailor, smith, weaver, dyer, potter, and miner. As before, they are illustrated by diagrams, which have been specially drawn, under Sir William's direction, by G. H. Davis. A fresh point of interest on this occasion is that Sir William has also arranged to broadcast a series of talks on the same subjects, the first "talk" to be given on April 28, and the others on alternate Wednesdays thereafter. The complete lectures are to be published later, in book form, by Messrs. George Bell and Sons.

THE history of an old trade is always of interest, because it is a story of human effort and achievement. Men continue through the ages to practise some craft so that they may earn a living. They are compelled to study the wants of their fellow-creatures as well as their own. The craftsman must not only maintain the standard of his work, but must continually improve it by taking advantage of new knowledge whenever it is available. If he does not, somebody else will do so, and in the end he finds himself no longer wanted. And often men like to improve their handiwork from sheer delight in it; such men deserve to be called artists.

So, both from compulsion and from the wish to do better, the craftsman gradually changes the methods and the scope of his work. It may be that an old want disappears and a new want shows itself, because men may change their tastes or their habits or their aims. Or again, it may be that a new material is discovered, or a new method, or a new source of power. All such changes are due to the various activities of men, to their actions and their thoughts, and so the history of a trade is also a history of mankind.

These articles are meant to give a sketch, necessarily most imperfect because the subject is so vast, of the changes that are due to the uses made of new

which enable the sailor to find his way on the sea. It is an illustration which has the merit of emphasising two standard principles: the one that the necessity of finding a solution to some problem of practice is a valuable stimulant to work in the scientific laboratory, and the other that success in finding the solution nearly always depends on the knowledge of facts which would not appear at first sight to have anything to do with the problem in question. This implies that all knowledge may be worth acquiring and recording, even when no immediate use of it is in sight.

The problem under consideration arises simply enough. When the sailor is out of sight of land he has no landmarks, and when clouds obscure the sky he cannot guide himself by sun or stars. He has no general means of telling either where he is, or what direction he must take in order to get to where he wants to be. In the old days, he took care not to be out of sight of land. Yet even then the sailors of Egypt and Tyre and Rome made wonderful voyages. Herodotus tells a story of an Egyptian expedition which from his account must have gone round Africa, for it sailed down the Red Sea and reappeared from the west. Herodotus tells many stories which may be doubted: this one he doubted himself. "I do not myself believe it can be true," he says, "though there may be some who do." His reason for being cautious was that the sailors said they had the sun on their right hand for a great part of their journey. Now this would really be the case if they made the journey round the Cape of Good Hope from east to west. But Herodotus did not see how that could be, and so for once he warns his readers to be careful.

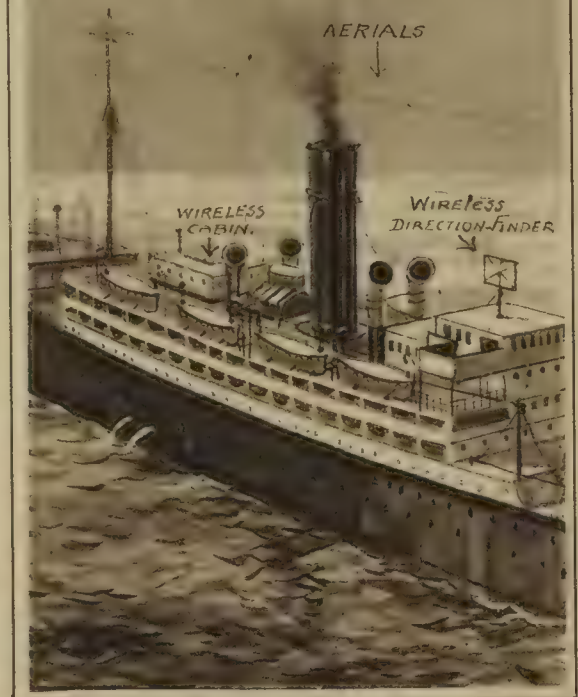
Naturally, when men's knowledge of the extent of their world began to grow, they wanted to make short cuts which would save them long coasting voyages. They used the sun and the stars when they could; and if they had a clear view of the sky they knew north from south and east from west. But it must be borne in mind that direction and position are different things; it was one thing to be able to point to the north, but quite another thing to be able to lay a course for a given port or to say how far it was away.

When men learnt to steer by the stars, and to do so not only on the sea, but also when travelling on the wide spaces of the deserts, and when, too, they watched the passing of the night and the changing times of the year, using the sky as their clock, the science of astronomy took shape and grew. It did not stop when the first needs were satisfied; men became interested in it for its own sake. It is very interesting to observe that many of the strange things which they learnt were afterwards found to have most important practical applications. One of the immediate consequences was the discovery of the fact that the earth is round; and that heavens and earth revolve, relatively to one another, round an axis. This carries with it the conceptions of latitude and longitude; and with these the difficulties of finding position at sea begin to sort themselves.

It is comparatively easy to find latitude if the sun can be seen. The height of the sun above the horizon at noon—that is to say, the highest point it reaches during the day—gives the latitude if the time of the

year is known. The sailor must watch the sun with some instrument which will enable him to measure the angle in degrees. The old cross-staff was one of the simplest of these instruments. One end was put near

WIRELESS TELEGRAPHY & THE INVENTION OF WIRELESS DIRECTION-FINDING HAVE BEEN THE GREATEST MODERN AIDS TO NAVIGATION.



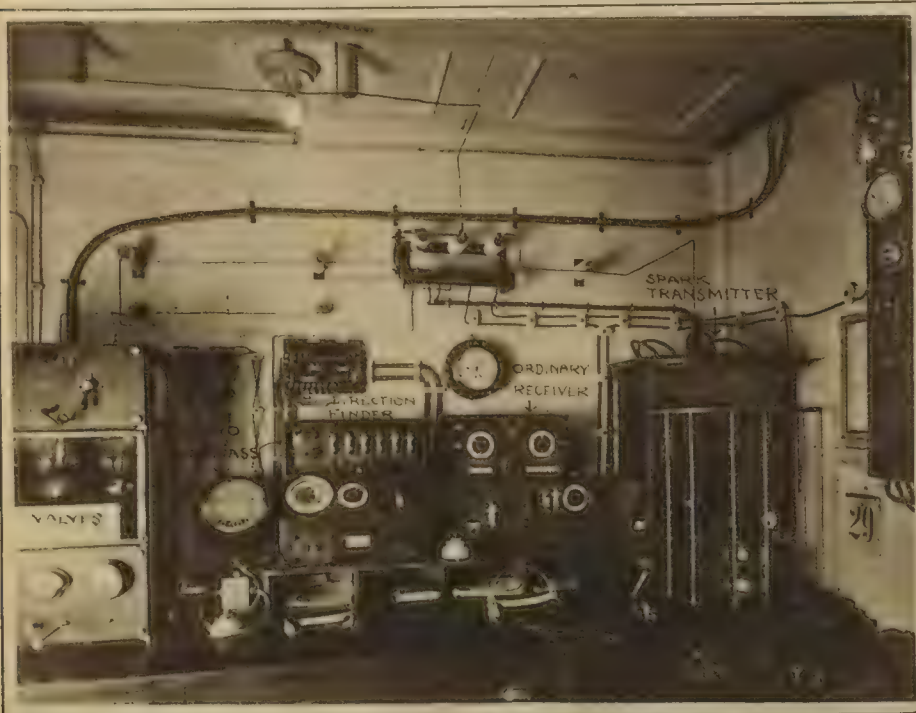
MODERN SCIENTIFIC AIDS TO NAVIGATION: THE AERIALS AND LATEST TYPE OF DIRECTION-FINDER IN A STEAMSHIP.

Drawn by G. H. Davis from Material supplied by Sir William Bragg.

the eye, as the illustration shows, and the cross-piece moved until its two ends were on the sun and the horizon respectively. The angle could then be read off. It must have been very inaccurate; the glare of the sun alone must have made it difficult to set. A more famous instrument, of which many beautiful examples survive, was the astrolabe. It was a metal disc, usually brass or bronze, suspended from a ring (see illustration on page 757). A movable index, the alidade, was placed along a diameter of the disc, and could be turned round the disc centre. It carried at each end fine peepholes or sights. The astrolabe was held up by its ring, so that the disc was in a vertical plane which passed through the sun, and the alidade was turned until the sun's ray went through both peepholes, or, if a star were under observation, until the star could be seen through the holes. The angle could then be read off on the disc. There are several beautiful astrolabes in the Science Museum at South Kensington. One of them was found under a rock on an island off Valentia, and is supposed to have been left there by the Spanish Armada. It is solid and heavy; evidently it was meant to hang as steadily as possible in a strong wind. The astrolabes were often engraved with beautiful designs; and extra discs were sometimes provided for use in complicated astronomical calculations.

Cross-staffs and astrolabes gave way at last to the far more useful and accurate reflecting sextant, invented in 1731. But they, and the magnetic compass which had lately come into general use, were all that Columbus had when he set sail westwards for the Indies. His longitude he could not find—nor, indeed, would a knowledge of it have been much use to him, for he had only the most imperfect ideas of the countries he was to reach. It seems certain that he very much under-estimated the distance that he had to go. The prevalent ideas of the combined length of Europe and Asia erred in excess, and Columbus seems to have thought that the world was smaller than it really is. The maps he used showed nothing between Europe and Asia save some fabulous islands and an ocean

[Continued on page 780.]



MECHANISM OF SCIENTIFIC NAVIGATION: THE WIRELESS CABIN OF A MODERN LINER. Here is seen the Marconi equipment in the wireless cabin of a modern liner. To the left is the cabinet containing the amplifying valves, next the gyro repeater compass, the direction-finding instruments, and the panel for receiving ordinary wireless messages. On the extreme right is the spark transmitter, and there can also be seen the head telephones and the sending or transmitting key.

By Courtesy of Marconi's Wireless Telegraph Company, Ltd.

knowledge. In the first article it is the sailor's trade that is considered. It is obvious that it would be impossible to relate all the events that have occurred in the transition from the coracle to the ocean liner. A selection must be made; some one application of new knowledge must be taken as an illustration of the rest. Let that be the development of the methods

OLD TRADES AND NEW KNOWLEDGE: NAVIGATION PAST AND PRESENT.

DRAWN BY G. H. DAVIS FROM MATERIAL SUPPLIED BY SIR WILLIAM BRAGG, K.B.E., F.R.S., ETC., IN ILLUSTRATION OF HIS ARTICLE.



I.—"THE TRADE OF THE SAILOR": SIR WILLIAM BRAGG'S EXPERIMENTS AT HIS OPENING LECTURE.

Sir William Bragg, the famous physicist, delivered at the Royal Institution during December and January last the hundredth course of six experimental lectures founded by Faraday. These annual Christmas lectures, though "adapted to a juvenile auditory," in the terms of the foundation, are, in fact, of great general interest to people of all ages. This is especially true of Sir William's fascinating lectures, which he has more than once before condensed in the form of illustrated articles for this paper. Thus in 1920 we gave his lectures on "The World of Sound," and in 1924 those on "The Atom and the Nature of Things." The

present series, which we have arranged to publish in similar style, deals with a subject of still greater human interest, the scientific development of various ancient industries, under the heading, "Old Trades and New Knowledge." The full list of his forthcoming articles is given in our prefatory note to that on the opposite page. As mentioned there, Sir William Bragg has also arranged to give broadcast talks on the same subjects, commencing on April 28 with the one here illustrated, and his original lectures are to be published later in book form by Messrs. Bell.—[Drawing Copyrighted in the United States and Canada.]

The World of the Theatre.

By J. T. GREIN.

AN ENGLISH AUTHOR'S CENSORED PLAY IN AMERICA.—CRIPPLEGATE INSTITUTE.

WHEN Miss Barbara Horder, the Directress of the Little Garden Theatre in Hamilton Terrace (of which our distinguished contributor, Mr. G. K. Chesterton, is the President), told me that she would go for a short trip to America "to see

upon here are just two I should like to mention as having particular significance to English people. One is 'Young Woodley,' by an English playwright, John van Druten, and the other is a new work by Eugene O'Neill, entitled 'The Great God Brown.'

"I cannot quite fathom the reasons for the banning of the former play in London, but never have I seen a performance where the play and the actor were so marvellously blended. I say, 'actor,' as, though one's mind cannot disentangle the play from the personality of Mr. Glenn Hunter, yet the heroine is beautifully and pathetically played by Miss Helen Gahagan (as the schoolmaster's wife with whom the boy falls in love). It is a moving and simply told story, and Mr. Hunter's picture of the highly strung, sensitive schoolboy, whose innocence of soul is bruised by the bitter realities of life, is a thing that cannot easily be forgotten—a play so perfectly constructed for the players, and the players so touchingly interpreting it, that one ceases to criticise—one cannot pay a higher tribute. We must also congratulate Mr. van Druten on having one of the big successes of the New York season.

"Another vital and arresting play of an entirely different kind is 'The Great God Brown,' by Eugene O'Neill. In view of all the contention that has been raised about the author and his undoubted place not only in

and mysticism of this play, and will eagerly await the future development of one of the most interesting minds the modern theatre has produced."

I have before urged that amateurs should try out new plays, and I was glad to discover the Ingoldsby Players, one of the oldest of our amateur dramatic societies, putting on "Dressed for Action," a new comedy by Mr. Cecil Brooking and Mr. Alistair N. Tayler, at the Cripplegate. The hall was crowded, and there can be no doubt that everybody enjoyed themselves; for these authors have a lively sense of fun, a pretty impudence, and scatter their epigrams with generous hands. It is rather a pity that they wasted so many good things on so much outworn material. This scheme of things and these characters are so desperately familiar, and the end was so positively plain, though none could have guessed the fun in the hayfield *en route*. We meet a millionaire from New Zealand, not the obtuse "way-back" we are so accustomed to, but one with wit enough to realise that the charming widow of his choice is "Dressed for Action." How he teaches her a lesson, tames the shrewish spendthrift before marrying her, is the story. Incidentally, the worldly trustee gets his lesson, too; while the mischievous Puck-like niece gets the reward she deserves. This romp has a Romeo, and the wooing is a lively business. There are moments that drag into long minutes when the bachelor and the widow fall into sentiment, but a wise editing and a closer knitting of the last act would shape the comedy into a bright and bustling entertainment.

The Players did well enough to enable us to taste its merits. I won't say it was given in quite the style it demands, but it was intelligently acted, which is something, and the laughter and applause they won showed that the fun of "Dressed for Action" had materialised, which is more. Mr. Cecil Brooking and Mr. Alistair N. Tayler well deserved the congratulations they got.



A FAIR ARISTOCRAT, WOODED BY POLITICAL RIVALS: LADY DARE BELLINGDON (MISS ISABEL JEANS) AND HER SOCIALIST LOVER, TOM SMITH (MR. TOM NESBITT) IN "CONFLICT," AT THE QUEEN'S THEATRE.

what the little theatres are doing there, and to fill her quiver with plays," I begged her to send me some impressions for "The World of the Theatre." I told her that I was particularly interested in a play by a young English author, John van Druten, which had been banned by our Censor, presumably for some aspect of "moral turpitude." "Young Woodley," as this play is called, is not Mr. van Druten's firstling. He, the son of an old Dutch friend of mine, the late Mr. William van Druten, who settled in London and became a partner in the leading Dutch bank of B. W. Blydenstein and Co., was a student at the Royal Academy of Art. As a pupil he showed great promise, and attracted attention at the annual public performance of the scholars. But his real bent was playwriting, and on the fringe of his 'teens he produced at one of the Sunday performances a three-act play on the subject of the relationship between parents and children, which, despite a certain immaturity, revealed great promise. At the time I duly reviewed it in this page, and acclaimed John van Druten as a "young man of destiny." The encouragement of the Press spurred his ambition, and when he finished "Young Woodley," he immediately received a proposal to have it produced in London. All was well until he submitted it to the Lord Chamberlain. Then the "veto" came, and, as luck would have it, an American manager read the script, and carried "Young Woodley" across the water, where it made fame and fortune for the young author. Who knows whether the acceptance of "Young Woodley" in America may not lead to a "second consideration" by the Lord Chamberlain? I now let Miss Horder speak for herself to our readers:

"The theatre is an enthralling subject all the world over, and in New York it is particularly so, as here production seems to be simultaneously at its highest and lowest ebb and touches the scale of musical, "revusical," experimental, and highbrow quite impartially. However, among the immense number of interesting productions one could discourse

the forefront of American drama, but in all modern drama and thought, this play is particularly significant. It is not so much the story, which in itself is occasionally involved and makes one feel the author is sometimes overpowered by a fantastic medium that has become too strong for him to control. Its real interest lies in the change in the mind and philosophy of O'Neill himself. Hitherto we have had (the Censor permitting) what we might call in common jargon 'slices of life, strong and unvarnished,' or, as Mr. Vachel Lindsay wrote in a poem I heard him read the other night on O'Neill, 'written with foot and fist O.' 'The Great God Brown,' on the contrary, is not only written with the mind, but with the heart. The scene at the end, which typifies the eternal spirit of man and his 'oneness' with nature, is quite overwhelming in its elemental feeling, and those who have followed closely the work of O'Neill will pause in admiration of the depth



THE TORY FATHER (SUDDENLY SWITCHING ON THE LIGHT) MISTAKES HIS DAUGHTER'S CAPITALIST LOVER FOR A BURGLAR: (L. TO R.) LORD BELLINGDON (MR. FRED KERR), MAJOR SIR RONALD CLIVE (MR. BASIL FOSTER), AND LADY DARE BELLINGDON (MISS ISABEL JEANS), IN "CONFLICT," AT THE QUEEN'S THEATRE. Mr. Miles Malleon's clever play of love and politics, "Conflict," given originally, a few months ago, at the "Q" Theatre, was produced at the Queen's, with great success, on April 8. The plot turns on the rivalry between two political opponents, a capitalist and a Socialist, for the hand of the same girl, the daughter of a Tory peer. The play leads up to a dramatic climax, and the acting is excellent.—[Photographs by Stage Photo. Co.]

SUBLIMATED REVUE: "RIVERSIDE NIGHTS," AT THE LYRIC, HAMMERSMITH.

PHOTOGRAPHS BY BERTRAM PARK.



TCHÉHOV DRAMA PARODIED: "LOVE LIES BLEEDING," OR "THE PUSS IN RUSSIAN BOOTS"—THE BLUNDERING HERO (MR. JAMES WHALE, THIRD FROM LEFT) SHOOTS THE BEST MAN BY MISTAKE FOR THE BRIDEGROOM.



A WELCOME RETURN TO THE STAGE: MISS MARIE DAINTON AS A VICTORIAN DAMSEL, IN "TOMMY, MAKE ROOM FOR YOUR UNCLE."



"TOMMY MAKE ROOM FOR YOUR UNCLE": MISS MARIE DAINTON AND MR. RUSSELL SCOTT (SINGER OF THE SONG) AS VICTORIAN RAILWAY PASSENGERS.



18TH-CENTURY OPERA: (L. TO R.) SALLY (MISS HILLIARD), THOMAS (MR. TOPPING), THE SQUIRE (MR. GEORGE BAKER), IN "THOMAS AND SALLY."



"IT MAY BE LIFE—BUT AIN'T IT SLOW?" MISS DORICE FORDRED AS A FILM-STRUCK SERVANT-GIRL BEMOANING THE MONOTONY OF HER FATE.



A MASKED DANCER IN GROTESQUE VEIN: MISS PENELOPE SPENCER IN A "FUNERAL DANCE FOR THE DEATH OF A RICH AUNT."



MIXED HISTORY BY A TEN-YEAR-OLD AUTHOR: "LAMBERT SIMNEL AND PERKIN WARBECK"—(L. TO R.) A LADY OF YORKSHIRE (MISS ESMÉ BIDDLE), A CITIZEN OF YORKSHIRE (MR. SCOTT RUSSELL), A MAID (MISS FORDRED), AND LAMBERT SIMNEL (MR. RICHARD GOOLDEN).

"Riverside Nights," an entertainment in three parts, written and arranged by A. P. Herbert and Nigel Playfair, with music by Frederic Austin and Alfred Reynolds, was produced at the Lyric, Hammersmith, on April 11. The whole affair is rich in wit and humour. "Love Lies Bleeding" is a delicious parody of Tchekov drama by A. P. Herbert, decorated by James Whale. The inept "hero" figures as a goal-keeper. Miss Marie Dainton's return to the stage is very welcome. "Thomas and Sally," or "The Sailor's Return," is abridged from the eighteenth-century opera by Isaac Bickerstaff (a pseudonym of Swift) with Dr. Arne's music, orchestrated and adapted by Frederic Austin. Miss Dorice Fordred, as a film-struck servant, has a good song by A. P. Herbert, with music by Dennis Arundell, and Miss Penelope Spencer does equally well with her grotesque dance to Lord Berners' "Funeral March for the Death of a Rich Aunt." The delightful schoolboy mixture of history, "Lambert Simnel and Perkin Warbeck in the Reign of Henry VII.," is the work of a ten-year-old author called on the programme, "Michael Cowlen," but identified as Mr. Nigel Playfair's son.

THE FROZEN NORTH TO BE TRAVERSED BY AIRSHIP: ESKIMO LIFE.

PHOTOGRAPHS BY CAPTAIN FRANK E. KLEINSCHMIDT, LEADER OF THE CARNEGIE MUSEUM EXPEDITION TO THE ARCTIC.



THE DUCK DANCE: A CURIOUS ESKIMO PERFORMANCE WITH THE "DANCER" IN A CIRCLE OF DEAD BIRDS, AND ARROWS STUCK IN THE SNOW.



AN ESKIMO "TOURNEY" FOR THE LOVE OF A LADY: RIVAL SUITORS FOR THE HAND OF WENGA WRESTLING BEFORE HER AND A GROUP OF OTHER WOMEN.



THE CAUSE OF THE WRESTLING DUEL: WENGA, AN ESKIMO BELLE, WITH HER BOW AND ARROW AND A BRACE OF EIDER DUCKS, IN SPRING.



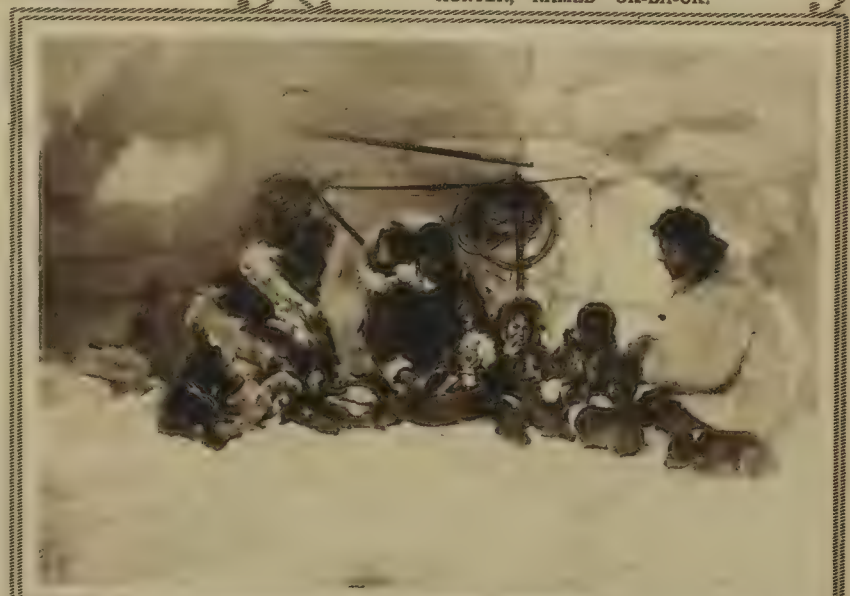
FISHING THROUGH THE ICE FOR COD AND LING NEAR NOME, IN ALASKA: AN ESKIMO FAMILY'S CATERING ARRANGEMENTS.



WATCHING AT A BLOW-HOLE TO HARPOON A SEAL AS IT COMES UP FOR AIR: AN ESKIMO HUNTER, NAMED OK-BA-OK.



THE HOUSING PROBLEM EASILY SOLVED: AN ESKIMO BUILDING AN IGLOO OF ICE BLOCKS AS A SHELTER ON A SPRING HUNTING TRIP.



A REAL ICE-HOUSE AS A HOME: THE ESKIMO FAMILY ENJOYING A MEAL OF FROZEN FISH INSIDE THE IGLOO—SHOWING THE WINDOW (ON LEFT) AND SLEDGE-DOG PUPPIES.

The crew of the "Norge," Captain Roald Amundsen's airship for the intended flight over the North Pole, will doubtless come in contact with the Eskimo. In connection with these photographs Captain Frank Kleinschmidt, who took them during a recent Arctic expedition, says: "Perhaps the most interesting pictures are those portraying the social and domestic life of the Eskimo, the childlike simple-hearted children of the North. The Eskimo women and girls are by nature very bashful and shy, and it would have been impossible to obtain any pictures of them if it had not been for Mrs. Kleinschmidt mingling with them, helping

them, and gaining their full confidence. They have their romances, too. There are rivalries between suitors, and the influence of parents is often thrown into the balance. An industrious girl who can prepare food and skins and sew is, of course, preferred. . . . A mighty Polar bear hunter is adored by the girls, and has a decided advantage over the fellow who sits at home whittling arrows or carving ivory. When the young man proposes he presents the girl with a fancy coat or pants. Then he watches. If she wears the pants, he is accepted, and some Eskimo women, like their white sisters, wear the pants ever after."

THE BOURNE OF AMUNDSEN'S "NORGE": THE ARCTIC—AMONG THE ESKIMOS.



"WE LIVED PRINCIPALLY ON PTARMIGAN, DUCKS, AND GEESSE IN THE SPRING": CAPTAIN KLEINSCHMIDT AND HIS "BAG."



IN THE SHORT ARCTIC SUMMER, WHEN BERRIES, FLOWERS, AND BIRDS ABOUND: MRS. KLEINSCHMIDT PICKING POLAR "BLACKBERRIES" AT NUALASKA.



THE FIRST WHITE WOMAN TO TAKE PART IN HUNTING POLAR BEAR: MRS. KLEINSCHMIDT (AMONG THE GROUP ON THE ICE-FLOE) WATCHING THE COUP DE GRACE.



RISKIER THAN POLAR-BEAR HUNTING: A SKIN-BOAT (OMIAK) OUT TO HARPOON WALRUS, AND LIABLE TO BE RIPPED BY ITS TUSKS OR UPSET BY THE ANIMAL FROM BELOW.



WHEN GRASS GROWS FIVE FEET HIGH IN THE POLAR REGIONS, DURING THE ARCTIC SUMMER: MRS. KLEINSCHMIDT (RIGHT) AND AN ESKIMO GIRL TAKING A CLUTCH OF EGGS.



"AFTER BEING ROPED, A POLAR BEAR POSED LONG ENOUGH ON AN ICE-CAKE TO HAVE HIS PICTURE TAKEN": THE ESKIMO HUNTER'S QUARRY.

Captain Amundsen's projected flight over the North Pole, in the airship "Norge," has focussed public interest on the Arctic, which always lures back the explorer who has once visited it. Such has been the experience of Captain Frank E. Kleinschmidt, who headed the Carnegie Museum Expedition, and has just returned from his fifth trip after an absence of two years. The expedition was partly scientific, partly sporting. Captain Kleinschmidt was accompanied by his wife, who has the distinction of being the first white woman to hunt Polar bear and walrus, and 72 degrees north is perhaps the farthest north any white woman has ever been. Polar bear and walrus were photographed at close range, and, as

sixteen Eskimos with their *omiaks*, or large skin-boats, and little *kyaks*, accompanied the expedition, thrilling scenes of hand-to-hand fights occurred. The natives used only the bow and arrow, and at the finish the spear. Hunting walrus in the frail skin-boats with the Eskimo is still more dangerous sport. The walrus is apt to come up under the boat, rip it open, or hook its tusks over the gunwale and upset it, throwing its occupants into the water, endangered by the slashing tusks. During the short summer season grass grows to a height of five feet, berries are found in profusion, and singing birds flit about among great masses of violets, forget-me-nots, and a thousand other varieties of flowers.

PHOTOGRAPHS BY CAPTAIN FRANK E. KLEINSCHMIDT, LEADER OF THE CARNEGIE MUSEUM EXPEDITION TO THE ARCTIC.

BOOKS OF THE DAY.

SPORT is, and always has been, a great fact in human life. It is the main outlet for physical energy in time of peace; it gives the fighting man something to do when he cannot get any fighting. It may ultimately be the means of reconciling rival nations and overcoming race-hatreds by a world-wide comradeship. Just now sport in many forms is concentrating on the London season, and the young bloods of the day are preparing to display their prowess; they hear the call of spring—

O follow, leaping blood,
The season's lure.

The conditions of sport, like London itself and social conditions generally, have changed very much within the last century. Sport has become more international; it has been classified, codified, organised, and—in some branches, unfortunately—commercialised.

The modern sportsman is generally a specialist. Nowadays it would be difficult to find a parallel to that early nineteenth-century "Admirable Crichton" of sport whose career is recorded in "SQUIRE OSBALDESTON: HIS AUTOBIOGRAPHY." Edited with commentary by E. D. Cuming. Introduction by Sir Theodore Cook. With sixteen illustrations in colour, seventy-five in black and white, and a map (of the Shires). (London: The Bodley Head; New York: Charles Scribner's Sons; £2 2s. net.) "The Squire" was equally pre-eminent in foxhunting (as Master of the Quorn and other packs), steeplechasing, shooting, rowing, boxing, cricket, tennis (the "real" article), and billiards. He would doubtless have excelled at polo, lawn-tennis, and golf, if they had been available. He would have made a grand half-back at "Rugger," and he would have been in the Oxford boat if it had existed in his day. He was a great racing man, though in the long run not successful as an owner, and he writes of Turf morals with considerable cynicism. He lost a fortune on the Turf, in fact, and was only saved from ending his days in poverty by marrying (or rather, being married by) a rich and sensible widow who kept him and his affairs in strict order.

George Osbaldeston (the name, by the way, is pronounced to rhyme with Weston) was the perfect type of an all-round sportsman. To excel in sports was the beginning and end of his ambition. He loved to get up contests of all kinds for big wagers, as in his 200-mile ride against time, or the private cricket matches whose conditions read so curiously to-day. His insularity was of the kind, as Sir Theodore Cook points out, which has always baffled every enemy of England.

The Squire was a complete Gallio regarding public events—almost the only occasions mentioned in his autobiography are the funeral of Queen Caroline and the Coronation of Queen Victoria, which latter seems to have impressed him because he was "from 4 a.m. to 7 p.m. in the Abbey with nothing to eat," and saw Dan O'Connell "in a fancy dress" making himself conspicuous in the House of Commons Gallery to attract the Queen's notice.

Indifferent as he was to politics, however, "the Squire" was for some years an M.P. (for East Retford) at his mother's instigation, and was at one time High Sheriff for Yorkshire. Parliamentary life did not agree with him, especially the canvassing part of it. "One dirty fellow," we read, "approached him in a most patronising manner; holding out his filthy paw, he said, 'Tip us your manus, brother sportsman! We both hunts varmint; you kills foxes, I kills rats.'" Which seems to be one up for the dirty fellow.

Despite the Squire's limitations of interest, I think I may speak for the general reader who is not a monomaniac of sport, in describing this lordly volume as one of strong fascination. Apart from the abundance and beauty of the illustrations—including some old sporting prints never before published and many portraits—it appeals to me both as a revelation of character and as a picture of bygone social life. The autobiography itself, the manuscript of which—much gnawed by rats and mice—was recently discovered by Mr. E. D. Cuming, is written in a plain, unpretentious style, and the frankness with which the author recounts both his sporting experiences and his occasional amours makes it piquant and readable. It will doubtless take rank as a sporting classic. The Editor's commentary, based on "the Squire's" stray papers and outside sources, in itself amounts to a memoir.

"The Squire" was, of course, an authority on hounds, having presided over various packs for some thirty-five years, and Sir Theodore Cook pays a tribute to his work as a breeder. His famous Furrier receives honourable mention in "THE BREEDING OF FOXHOUNDS," by Earl Bathurst, C.M.G.; illustrated by hitherto unpublished photographs (Constable; 21s. net). This book, I think, might be described as an essay towards the compilation of a hounds' "Debrett," and I should say that Earl Bathurst's researches will be most valuable to breeders. He lays the strongest stress throughout on the importance of studying pedigree, and of blending in each hound as many famous strains as possible. On one point—colour—he is something of a revolutionist. "Why should every hound in the pack," he says, "be of the same colour? Ask an artist like Mr. Munnings to paint your hounds,

and if you have a white or light-coloured one, he will at once put it in the foreground. . . . The fact is that the dark Belvoir tan is nothing more than a fashion. . . . I believe this fashion for the tan colour has done an immense amount of harm. It has caused the destruction of hundreds, perhaps thousands, of whelps which might have been as good as (among others of unorthodox hue) Mr. Osbaldeston's Furrier 1820, who

when I—even I—sped round

the track at Fenner's and got a place in a college mile. One of his remarks, on the value of fresh air in keeping fit, especially appeals to me—"Never travel in a Tube if you can travel on the top of a bus." I would go further, and add: "Never travel on a bus with a covered top as long as there is one without."

My own memory goes back to the old "knife-board" horse-buses, with straw inside to warm the passengers' feet in winter, but not quite as far as the coaching scene in Piccadilly shown in Cruikshank's drawing on the jacket of "THE WEST END OF YESTERDAY AND TO-DAY: Being Studies in London's History and Topography during the Past Century," by E. Beresford Chancellor, M.A., F.S.A.; illustrated (The Architectural Press; £2 2s. net). What Mr. Chancellor does not know about Old London is not knowledge, and in this delightful volume he has drawn on his immense stocks of learning in no dry-as-dust spirit, but with an even flow of historical reminiscence. Realising that the spacious days of great Victoria have passed into history, and that much of London as she knew it has disappeared, he has done for that period, while its latter end is still within living memory, what has already been done extensively for earlier times. The wealth of illustration from old prints, mostly paralleled by modern photographs of the same sites, in itself provides a striking record of London's changes.

As one who has browsed on the bygone secondhand bookshops in Holywell Street, has roamed through New Inn and Furnivall's Inn, has "scrummied" into the pit of the old Gaiety to see Nellie Farren and Fred Leslie, and has had a child baptized in the now-demolished Sardinia Street Chapel, where Fanny Burney was married, I am grateful to Mr. Chancellor, as all good Cockneys must be, for recalling cherished memories, and casting the light of history on so many familiar old corners of the town.

Ostensibly akin to this book, in respect of its title, is "GOOD COMPANY IN OLD WESTMINSTER AND THE TEMPLE," by Constance Hill; illustrated (The Bodley Head; 15s. net). It reverts, however, to "the day before yesterday"—the eighteenth century, and the author has, of course, been dependent on literary sources. There is much quotation from Elia and others. The basis of the book is provided by the early recollections of Anne Lefroy, daughter of John Rickman, and the "good company" is the circle of which Lamb, Hazlitt, Coleridge, and Leigh Hunt were the greater lights. Among the lesser (as regards literature) is Fanny Burney's brother, Admiral James Burney, who was with Captain Cook on his last voyage, and wrote a book on whist. This brings me to further echoes of the eighteenth century in "BLUESTOCKING LETTERS," Selected, with an Introduction, by R. Brimley Johnson (The Bodley Head; 6s. net). It was a reaction against the tyranny of the card-table that brought into being the *Bas bleus*, who sought to transplant the Parisian *salon* into a society

O'er run

By whist, that desolating Hun.

Mr. Johnson has chosen those members of the coterie—such as Mrs. Montagu, Mrs. Vesey, Mrs. Boscawen, Mrs. Chapone, and Miss Carter—who are less represented by individual volumes. My general impression is that the *Bluestockings* were not so blue as they have been painted. I am wondering, too, whether there will be a similar outbreak of hosiery against bridge.

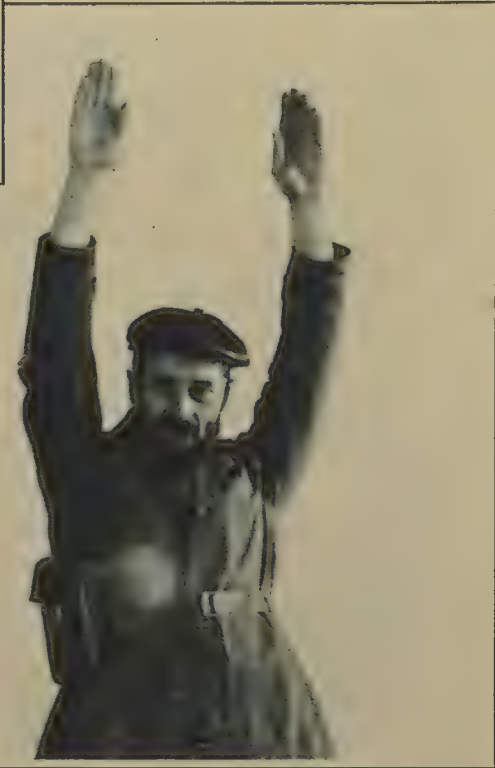
Where there are stockings there are feet; but it is only a thin association of metaphor that links this book with one suggestive rather of the masculine sock—"LAST MEMORIES OF A TENDERFOOT," by R. B. Townshend; with illustrations (The Bodley Head; 12s. 6d. net). Greater contrast in subject matter could hardly be imagined. The late Mr. Townshend, whose posthumous work is here edited by his widow, was a man who had roughed it as a rancher in the Far West, and wielded a robust and picturesque pen. The present book ranges from 1870, with harrowing anecdotes of Red Indian tortures and cannibalism, to 1903, when the author noted great changes since the days described in his "Tenderfoot in New Mexico." Readers who find fascination in weird customs will enjoy the chapters on the Hopi snake-dancers of Arizona.—C. E. B.



"HANDS UP!"—HALF WAY—WHILE TAKING AIM WITH A PISTOL CONCEALED IN A BELT WALLET: AN ANTI-BANDIT INVENTION.

was 'a very black and white hound.'

While I am on the subject of sport, I must notice, with enforced brevity, four books that exemplify the modern tendency to specialisation. Two deal with boxing—"THE SWEET SCIENCE," by Trevor C. Wignall; with thirty-two illustrations (Chapman and Hall; 15s. net); and "THE ART OF BOXING," by Georges Carpentier; illustrated (Harrap; 3s. 6d. net). Carpentier's book, of course, has the interest that belongs to a great boxer's own experiences; but Mr. Wignall's covers a much wider range. His book teems with anecdotes and character sketches about everyone in the boxing world, and tells much of the financial and medical aspects of the sport. One incident concerns Mussolini. When the Italian, Bruno Frattini, beat Roland Todd for the middle-weight championship of Europe, the Duce "conferred on him an honour that ranks with a British knighthood." Two useful little books of practical advice, by noted exponents of their respective sports, are "FIRST STEPS TO RACKETS," by E. B. Noel and C. N. Bruce; with fourteen illustrations (Mills and Boon; 5s. net); and "ATHLETICS," by Harold M. Abrahams; with a Foreword by Sir Montague Shearman; illustrated (Harrap; 2s. 6d. net). The latter is an addition to the Masters of Sports series. Abrahams is, of course, a famous Cambridge sprinter, and his book recalls to me the days



"HANDS UP!"—ALL THE WAY—THUS FIRING THE WALLET-PISTOL AT HIS ASSAILANT, BY THE JERK OF THE STRAIGHTENED ELBOW.

These photographs illustrate an ingenious device invented by Edmund Weber as a means of protection against criminals armed with revolvers. A pistol is carried concealed in a wallet fastened to a body belt, and fired by means of an attachment connected with the wearer's arm. At the order, "Hands up!" he will raise his arms partially, with bent elbows, and take position for aiming. Watching his opportunity, he will suddenly raise his arms to their full extent, and the jerk of straightening the elbow will fire the pistol.

A STUDY IN DECORATION: BOLD EFFECTS IN ANIMAL DESIGN.

FROM THE DRAWING BY MISS D. BURROUGHES, SHOWN AT THE ROYAL SOCIETY OF BRITISH ARTISTS' EXHIBITION. (COPYRIGHTED.)



"LEMURS," BY MISS D. BURROUGHES: A HIGHLY DECORATIVE EFFECT PRODUCED WITH AN ANIMAL MOTIF BY A STRIKING DESIGN AND A SIMPLE COLOUR-SCHEME.

Miss D. Burroughes has achieved very remarkable results in the treatment of animals as a *motif* in colour-decoration. The above example was shown last year in the autumn exhibition of the Royal Society of British Artists, and in the previous year she exhibited two others, which were reproduced in our issues of February 16 and May 31, 1924. The first was entitled "Pantha" and the second, "Stealth," and both were impressive studies of

animal cunning and ferocity, representing respectively a panther and a tiger crouching and glaring at the victims on which they were preparing to spring. The animals were done mainly in black. For the above design the artist has chosen a comparatively timid creature, so that the element of power and cruelty, so conspicuous in the others, is absent, but the skill of the design and colour-scheme is equally apparent.

A WAR-SHIP IN A GARDEN: D'ANNUNZIO SPEAKING FROM THE "PUGLIA."

PHOTOGRAPHS BY G. GARIBALDI AND P. AND A.



"FROM THE PROW OF THE 'PUGLIA,'" A WAR-SHIP'S BOWS
IN HIS VILLA GARDEN: SIGNOR GABRIELE D'ANNUNZIO

PRESENTED TO HIM BY THE ITALIAN GOVERNMENT AND SET UP
(WITH HANDS ON RAIL) ADDRESSING SCHOOLBOYS.

IT may be recalled that, after Signor Mussolini's strong speech on Southern Tyrol in February, Signor D'Annunzio telegraphed to him: "The silent guardian of Garda congratulates you on your virile words, and from the prow of the 'Puglia' salutes them with 27 guns." Commenting thereon, Mr. E. St. John-Mildmay stated that the war-ship's prow had been set up by D'Annunzio "on a terrace of his villa at Gargnacco, overlooking the lake (of Garda) from a height of about 600 ft. On the deck are several guns, served by retired naval men, who act as his retainers. Salutes are fired on occasions of public rejoicings, on the anniversary of feats of arms with which the soldier-poet was connected, or on the arrival of an honoured guest." The occasion here illustrated was the visit of Italian schoolboys to render homage to D'Annunzio, and the name of the garden is given as the Vittoriale. The "Puglia" was an Italian light cruiser of about 2200 tons, used principally for colonial visits and tours around the world for

[Continued opposite.



WITH SIGNOR MUSSOLINI (LEFT), WHOSE SPEECH ON TYROL HE SALUTED "FROM THE PROW OF THE 'PUGLIA,' WITH 27 GUNS": SIGNOR GABRIELE D'ANNUNZIO AT HIS VILLA.

[Continued.]

showing the flag. She was in Australia when King George and Queen Mary paid their first visit as Prince and Princess of Wales. During the war she was turned into a mine-layer, and rendered valuable service. She was also used for escort and troop transport. The bow of the ship, now at D'Annunzio's villa, is the *real one*. It was dismantled and reconstructed on the spot. During the years following the Armistice, the "Puglia" was stationed in Dalmatia. Her captain, Commander Gulli, was killed in one of the frequent affrays at that time between the Yugo-Slavs and the Italians, and nobly gave his life for his country. He was a great friend of D'Annunzio. The Italian Government wanted to demonstrate its appreciation of the valuable work done by D'Annunzio in the furtherance of Italian patriotism, and therefore presented the poet with the bow of this ship. In our photograph he is seen standing between Cav. Uff. G. Coceva and the organising president, Sig. Aldo Corain, while addressing the assembled boys.

FROM POLITICS TO ART AT 56: THE LEVERTON HARRIS EXHIBITION.

FROM PAINTINGS BY THE RIGHT HON. F. LEVERTON HARRIS, P.C. BY COURTESY OF THE ARTIST AND THE GOUPIL GALLERY. ARTIST'S COPYRIGHT RESERVED.



"SANDWICH": THE OLD TOWN WHERE THE PRINCE OF WALES RECENTLY OCCUPIED THE ARTIST'S HOUSE.



"THE WHITE FARM, MALAGA": SPANISH LANDSCAPE IN THE IMPRESSIONIST MANNER.



"THE SUSPENSION BRIDGE, MEYRONNE, DORDOGNE": A FRENCH LANDSCAPE.



"MOORISH CASTLE, MALAGA": AN ARCHITECTURAL STUDY IN SPAIN.



"STUDY FOR A PORTRAIT": AN EXAMPLE OF THE ARTIST'S REMARKABLE VERSATILITY.

The exhibition of Fifty Oil Paintings by F. L. Harris (the Right Hon. F. Leverton Harris), recently opened at the Goupil Gallery in Regent Street, represents a remarkable—possibly unique—instance of a distinguished politician taking up art, and succeeding at it, comparatively late in life. Mr. Leverton Harris, who has been a noted M.P. and is a Privy Councillor, began painting seriously at the age of fifty-six, about six years ago. After a short training at the Slade School, he proceeded to practise his newly found skill, and the very striking results are

shown in his exhibition, of which we reproduce some of the most notable examples. He is evidently a born artist. The Sandwich landscape is of special interest, since it was in that picturesque old town that the Prince of Wales, before he went to Biarritz, stayed for a few days recently in Small Downs House, which Mr. Leverton Harris, the owner, placed at his disposal. The house, which is a picturesque building in the antique Tudor style, was illustrated in our issue of April 17, with a note on the artist-owner's exhibition.

FROM THE WORLD'S SCRAP-BOOK: NEW ITEMS OF TOPICAL INTEREST.

PHOTOGRAPHS BY I.B., P. AND A., AND THE "TIMES."



TRAFALGAR FILMED ON A FULL-SIZED MODEL OF THE "VICTORY'S" QUARTER-DECK: NELSON (MR. CEDRIC HARDWICKE) ORDERS THE HOISTING OF HIS FAMOUS SIGNAL—"ENGLAND EXPECTS—"



HOW AMERICAN POLICE DEAL WITH STRIKERS: A CROWD IN FLIGHT BEFORE A BATON CHARGE, IN WHICH WOMEN WERE INJURED AND CHILDREN TRAMPLED, AT PASSAIC, NEW JERSEY.



SALUTED BY THRONGS OF ARABS IN THE FASCIST STYLE—WITH OUTSTRETCHED ARM: SIGNOR MUSSOLINI (IN A CAR) MAKING A TRIUMPHAL ENTRY DURING HIS VISIT TO TRIPOLI, WHERE HE WAS HAILED AS "THE NEW CÆSAR OF A MODERN ROME."



A SPECTACULAR FIRE IN A CALIFORNIAN OIL-FIELD AT LOS ANGELES: AN ENORMOUS VOLUME OF SMOKE.



CORONATION RITUAL IN THE EAST: MAHARANA SHREE BHAWANSINHIJI BAHADUR (SEATED, CENTRE, WEARING TURBAN) RECEIVING BLESSINGS FROM BARE-HEADED BRAHMINS CHANTING VEDIC MANTRAS.

For the "Nelson" film being prepared, at the Stoll studios, by British Instructional Films, Ltd., there was built a full-sized model of the stern of the "Victory"—the largest set ever constructed in a British studio.—The strike of 10,000 workmen in the woollen mills at Passaic, New Jersey, had by April 18 lasted for thirteen weeks. Public sympathy had by that time veered round to the strikers, owing to the severity of the police in dealing with street demonstrations.—Signor Mussolini was welcomed by the Arabs in Tripoli with great enthusiasm, and



A SHOWER-BATH AS PART OF A CORONATION CEREMONY: THE NEW RULER OF DANTA, SEATED UNDER THE STATE UMBRELLA, BEING SPRINKLED WITH WATER FROM 125 SACRED PLACES.

at Homs he was presented with a splendid Arab horse and a saddle of gold and silver. He arrived back in Rome on April 17.—Describing the coronation of the new ruler of the Danta State, in the Bombay Presidency, Professor K. L. Oza writes: "The right-hand photograph shows him receiving a shower-bath at the hands of a high priest of the dynasty of Parmar Rajputs. The most important condition imposed on a devout Rajput Prince by the Vedas is pious submission to the sprinkling over his head of waters brought from 125 sacred places of pilgrimage."

THE BOYHOOD OF THE DUKE OF YORK.

PHOTOGRAPHS BY SPEAIGHT AND W. AND D. DOWNEY.



CALLED "BERTIE" BY THE ROYAL FAMILY, AND GENERALLY KNOWN THEN AS PRINCE ALBERT: THE DUKE OF YORK AS A LITTLE BOY



THE FUTURE NAVAL OFFICER IN A SAILOR SUIT: THE DUKE OF YORK AT THE AGE OF TEN, IN 1906.



AS A CHILD ON HIS MOTHER'S KNEE: THE DUKE OF YORK (KNOWN AS PRINCE ALBERT UNTIL 1921) WITH THE QUEEN.



AS HE WAS SOME FOUR YEARS BEFORE HE MET HIS FUTURE WIFE: THE DUKE OF YORK AT THE AGE OF SIX.

As mentioned under the portrait (on another page) of the Duchess of York as a little girl of six, when the Duke first met her at a children's party, he was at that time a schoolboy of about eleven. He was born on December 14, 1895, and is nearly five years older than the Duchess, whose birth occurred on

August 4, 1900. He was known as Prince Albert (or "Bertie" in the family circle) until he was created Duke of York on January 1, 1921. His marriage to the Duchess (who was then Lady Elizabeth Bowes-Lyon) took place in Westminster Abbey on April 26, 1923.



H.R.H. THE DUCHESS OF YORK.

FROM THE PAINTING BY PHILIP DE LASZLO, M.V.O., H.R.B.A., R.S.P.P.

THE GIRLHOOD OF THE DUCHESS OF YORK.

TWO PHOTOGRAPHS BY COURTESY OF THE COUNTESS OF STRATHMORE; THE OTHERS BY LAFAYETTE AND E. O. HOPPÉ.



AGED NINE, AND IN FANCY DRESS: THE DUCHESS OF YORK (THEN LADY ELIZABETH BOWES-LYON) WITH HER BROTHER DAVID, IN 1909.



AS SHE WAS WHEN SHE FIRST MET HER FUTURE HUSBAND AT A CHILDREN'S PARTY: THE DUCHESS OF YORK AT THE AGE OF SIX.



AT THE AGE OF FOUR: THE DUCHESS OF YORK, WITH HER YOUNGEST BROTHER, THE HON. DAVID BOWES-LYON, THEN AGED THREE.



AS SHE WAS AT THE BEGINNING OF THE GREAT WAR: THE DUCHESS OF YORK AT THE AGE OF FOURTEEN, IN 1914.

The Duchess of York is a daughter of the Earl and Countess of Strathmore, and was born in 1900. Her wedding to the Duke took place on April 26, 1923. Recalling memories of her early acquaintance with her future husband, her father

said: "They first met, so far as I can remember, at a children's party many years ago, when Lady Elizabeth was a little girl of five or six. The party was given by Lady Leicester, and the Prince was then a schoolboy."

"TESTING" THEMSELVES AFTER A 30,000-MILE VOYAGE: THE AUSTRALIANS.

PHOTOGRAPHS BY SPORT AND GENERAL. TOP CENTRE PHOTOGRAPH BY AITKEN, LTD.



NET PRACTICE AT LORD'S:
MR. W. H. PONSFORD AT
THE WICKET.



WITH ALL THE RÉCLAME OF A ROYAL PROCESSION: THE AUSTRALIAN CRICKET TEAM
DRIVING OUT OF VICTORIA STATION, ON THEIR ARRIVAL IN LONDON, AMID CHEERING
CROWDS.



NET PRACTICE AT LORD'S:
MR. C. G. MACARTNEY AT
THE WICKET.



THEIR FIRST DAY OF PRACTICE ON ENGLISH SOIL THIS SEASON: THE AUSTRALIAN CRICKET TEAM AT LORD'S ON THE DAY AFTER THEIR ARRIVAL IN LONDON,
AFTER VISITING ITALY, SWITZERLAND, AND FRANCE—A LIVELY SCENE AT THE NETS, SHOWING A LEFT-HAND BOWLER IN ACTION.



THE AUSTRALIAN CAPTAIN AS A LEFT-
HAND BOWLER: MR. H. L. COLLINS—
SHOWING HIS GRIP OF THE BALL.



A NEW AUSTRALIAN BOWLER FROM WHOM MUCH IS EXPECTED:
MR. S. C. EVERETT, JUST AFTER DELIVERY OF THE BALL.



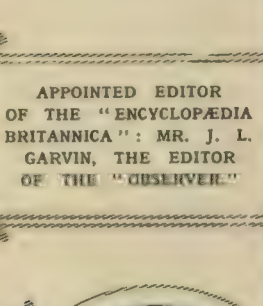
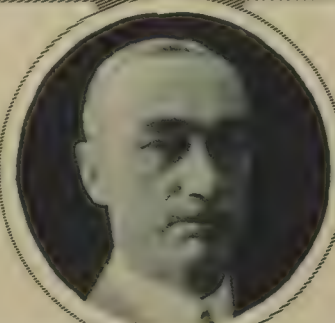
A FAMOUS AUSTRALIAN "GOOGLE"
BOWLER: MR. A. A. MAILEY AT
THE NETS AT LORD'S.

The Australian cricket team for this year's Test matches arrived in London on Sunday, April 18, and were welcomed at Victoria Station by a large and enthusiastic crowd, who lined the road and cheered as for a royal procession. They were met by a distinguished group, including Sir Joseph Cook, High Commissioner for Australia; Mr. P. F. Warner, Chairman of the English Test Team Selection Committee; and Mr. A. E. R. Gilligan, who captained the last English team that visited Australia. The official welcome at Australia House on the following day

was attended by Mr. Amery, Secretary for the Dominions, and coincided with this year's first show of Australian apples in England. Sir Joseph Cook remarked that if the Mother Country ate more Australian apples, it would not only keep more fit, but might retain the "ashes." The team, he said, had come more than 30,000 miles for friendly games of cricket, and these visits cemented the bonds of Empire. On the same day the Australians had their first practice at the nets at Lord's, as shown in the above photographs.

PERSONALITIES OF THE WEEK: PEOPLE IN THE PUBLIC EYE.

PHOTOGRAPHS BY PHOTOPRESS, BARRATT, C.N., ELLIOTT AND FRY, RUSSELL, TOPICAL, FYFE, CAMUZZI LOMAZZI, CENTRAL PRESS, SWAINE, AND NORMAN MOSS.

A NEW ROYAL ACADEMICIAN ENGRAVER:
MR. MALCOLM OSBORNE.A NEW ROYAL ACADEMICIAN: MR. GEORGE
HARCOURT, THE PAINTER.MOTHER OF THE REV. H. R. L.
SHEPPARD: THE LATE MRS. EDGAR
SHEPPARD.AUTHOR AND JOURNALIST:
THE LATE MR. E. HAROLD
SPENDER.FOUND BY THE R.A.F.:
THE SPANISH PILOT,
CAPTAIN ESTEVEZ.APPOINTED EDITOR
OF THE "ENCYCLOPÆDIA
BRITANNICA": MR. J. L.
GARVIN, THE EDITOR
OF THE "OBSERVER."THE CHIEF
"AMBASSADOR"
OF THE CANADIAN
PACIFIC RAILWAY:
THE LATE COLONEL
GEORGE HAM.THE PRESIDENT OF THE GREEK
REPUBLIC—AND HIS WIFE:
GENERAL THEODORE PANGALOS
AND MME. PANGALOS.PROFESSOR OF MINERALOGY
AT CAMBRIDGE SINCE 1881:
THE LATE PROFESSOR W. S.
LEWIS, F.R.S.A WELL-KNOWN
SHIP-OWNER
AND POLITICIAN:
THE LATE SIR
ROBERT P. HOUSTON.A DISTINGUISHED ACTOR NOW IN LONDON:
SIGNOR RUGGERO RUGGERI AS HAMLET.A WELL-KNOWN WRITER'S SON
KILLED: THE LATE SQUADRON-
LEADER H. ALEC TWEEDIE.THE NEW LIEUTENANT-GOVERNOR
OF THE ISLE OF MAN:
SIR CLAUDE HILL, K.C.S.I.THE DOYEN OF ENGLISH ACTORS AND MANAGERS:
THE LATE SIR SQUIRE BANCROFT.

Mrs. Edgar Sheppard was the widow of the Sub-Dean of his Majesty's Chapels Royal.—Mr. Spender was the brother of Mr. Alfred Spender, for many years Editor of the "Westminster Gazette," and helped in the starting of that paper. He wrote a number of books, including biographies and novels.—Captain Estevez, leader of the Madrid-Manila flight, who had been missing, was found by the Royal Air Force in the desert east of Amman. His mechanic was some miles away from him. A forced landing had been made. Spain has expressed her gratitude for the rescue.—Mr. Garvin is, of course, the well-known editor of the "Observer."—General Pangalos took the oath as President of the Greek Republic on the morning of April 18. He is to continue to act as Prime Minister.—Professor Lewis, who was an Oxford man, became Professor of

Mineralogy at Cambridge in 1881.—Sir Robert Houston began with one vessel, in 1881, and soon built up the Houston Line to the River Plate. He represented the West Toxteth Division of Liverpool for thirty-two years.—"Hamlet" (in Italian), with that distinguished actor, Signor Ruggero Ruggeri in the title rôle, was produced at the Globe Theatre on April 19.—Squadron-Leader Harley Alec Tweedie, O.B.E., A.F.C., was killed in a flying accident at Amman, Trans-Jordan. He was the only surviving son of Mrs. Alec Tweedie.—Sir Squire Bancroft died on April 19, after a short illness, at the age of eighty-four. He had, of course, long retired from the stage, on which he did such distinguished work; but he was one of the best-known figures in London. Lady Bancroft, who was Miss Marie Wilton, the actress, died in 1921.

A NIGHT SIGHT OF LONDON: THE NEW "TWIN BRETHREN."

FROM THE PAINTING BY CHESLEY BONESTELL. (COPYRIGHTED)



DEDICATED "TO THE FRIENDSHIP OF ENGLISH-SPEAKING PEOPLES": BUSH HOUSE—THE GREAT NORTH PORTICO, WITH SYMBOLIC STATUES OF BRITAIN AND AMERICA ILLUMINATED AT NIGHT.

One of the most inspiring of the night sights of modern London is the illuminated portico at the north side of Bush House, in Aldwych, facing up Kingsway, and visible along the whole length of that majestic street. Bush House, completed a few years ago, is one of London's largest buildings, and the massive north portico bears an inscription, above the pillars, "To the friendship of English-

speaking peoples." Its grandeur was enhanced last year by the addition of a fine group of statuary, the work of Miss Malvina Hoffman, symbolising Anglo-American comradeship. The left-hand figure (as seen from Kingsway) represents Britain, and the other, America. Both are clasping the same torch. The group was unveiled on July 4 (Independence Day), 1925, by the Earl of Balfour.

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(Imperial quart)	

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INCLUDING UNKNOWN HOLBEINS: ADDITIONS TO THE NATION'S TREASURES.

NOS. 1 AND 2 BY COURTESY OF THE DEPARTMENT OF COINS AND MEDALS AT THE BRITISH MUSEUM. THE REST FROM PHOTOGRAPHS BY "THE TIMES."



1. A BABYLON MEDALLION: (L.) ALEXANDER ON HORSEBACK ATTACKING PORUS ON AN ELEPHANT; (R.) ALEXANDER AS A GOD.



2. BELIEVED TO CONTAIN WOOD OF THE TRUE CROSS: A BYZANTINE GOLD RELIQUARY—(REVERSE) ST. GEORGE.



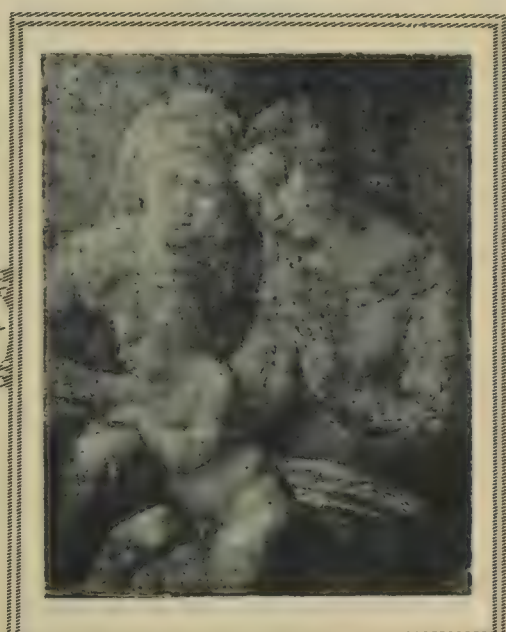
3. WITH A PANEL REPRESENTING ST. DEMETRIUS ON HIS TOMB: THE OVERSE OF THE RELIQUARY SEEN IN NO. 2.



4. FROM AN UNRECORDED MEZZOTINT BY CHARLES TURNER: A PORTRAIT OF MARY QUEEN OF SCOTS.



5. NAPOLEON AS FIRST CONSUL: A PORTRAIT DRAWN BY APPIANI AT MILAN AND ENGRAVED BY BARTOLOZZI.



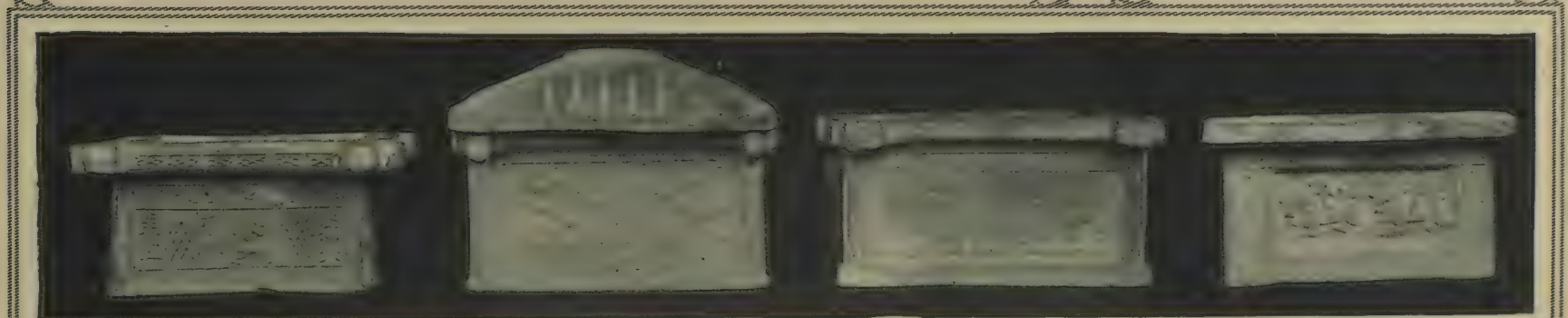
6. CONTAINING THREE FIGURES FROM THE "MADONNA DEL DIVINO AMORE" AT NAPLES: A CARTOON BY RAPHAEL.



7. A HITHERTO UNKNOWN DRAWING BY HOLBEIN: A SMALL DECORATIVE COMPOSITION IN GRISAILLE, CONTAINING THREE OLD TESTAMENT SUBJECTS IN A RENAISSANCE FRAME.



8. ANOTHER UNKNOWN HOLBEIN: A FINE PORTRAIT OF A YOUNG MAN, OF THE ARTIST'S EARLY PERIOD, ABOUT 1520.



9. DECORATED WITH INTERESTING RELIEF ORNAMENTS, OF THE SIX DYNASTIES PERIOD (220-589 A.D.), REPRESENTING HUMAN FIGURES AND ANIMALS: FOUR OF A SET OF FIVE EARLY CHINESE POTTERY MODELS OF WELL-HEADS—THE GIFT OF MRS. BATESON TO THE DEPARTMENT OF CERAMICS AND ETHNOGRAPHY.

We illustrate here some of the most interesting and important among the new acquisitions of the British Museum. The silver medallion of Alexander commemorates his expedition to India, and the battle on the Indus where Porus, an Indian king, was captured. The figure of Alexander deified has a head-dress such as Plutarch says he wore at the battle of Granicus, with a crest and two long white plumes. Only two specimens of this medallion are known. The other was already in the Museum, but is not so clear. In obtaining several of these objects, such as the gold reliquary (Figs. 2 and 3) and the two Holbein drawings (Figs. 7

and 8), the Museum received generous assistance from the National Art-Collections Fund. Contributions to the purchase of the Holbeins were also made by Sir Otto Beit and Mr. C. S. Gulbenkian. These drawings formerly belonged to a Librarian of Cambridge, Thomas Kerrich, who died in 1828, and had since remained unknown. The Raphael cartoon was formerly in the W. Russell Collection. Half the purchase price of the portrait of Mary Queen of Scots was contributed by subscribers to the Print Fund of the Contemporary Art Society. The Chinese pottery models were given by Mrs. Bateson, widow of the late Dr. Bateson.

THE WORLD OF WOMEN.

THE King and Queen, relieved from anxiety about the Prince of Wales and Princess Victoria, are enjoying the spring freshness at Windsor Castle. The King had given up riding exercise since his illness last

year, but has now resumed it. Walks and motoring in the surrounding beautiful country are delightful to the Queen. The Prince of Wales profited greatly by his stay near Sandwich. Small Downs House, placed at his disposal by Mr. and Mrs. Leverton-Harris, is a delightful specimen of a charming countryhouse, with a setting of velvety lawns and colourful



BACK HOME AFTER HER CROCODILE HUNTING EXPERIENCES IN INDIA: MISS GWEN LE BAS.
Photograph by Hay Wrightson.

flower beds, within easy reach of two of England's most celebrated golf links, and open to the health-giving breezes from the Channel and the North Sea. Mrs. Leverton-Harris is a handsome Irishwoman, the daughter of Mr. Thomas Wakefield Richardson, of Moyallon, County Down, and Bessbrook, County Armagh, and grand-daughter of the late Venerable the Archdeacon of Kilfenora, County Clare. She is one of a large family, and her sisters have married Irishmen. Her husband, the Right Hon. Frederick Leverton-Harris, has French and Italian honours, and was Parliamentary Secretary to the Ministry of Blockade in 1916-18; he was a member of the Tariff Commission, and was for some years in Parliament. He is a sportsman and a great traveller, and an artist. The Prince of Wales greatly liked Small Downs House, and played quite a lot of golf while at Sandwich, and will probably play again when abroad. His Royal Highness is becoming really interested in the game.

Crocodile hunting is not exactly a sport one would associate with two young girls, yet it has been part of the sport enjoyed by Miss Gwen and Miss Mollie le Bas, the two young daughters of Mr. Edward le Bas, who have returned after spending a wonderful winter in India. They are not unusual girls; both are good to look at, and both are workers. Miss Mollie le Bas has exhibited sculpture in the Academy, young as she is.



SECOND WIFE OF THE FIRST LORD FORRES: LADY FORRES.
Photograph by Hay Wrightson.

travel by cargo-boats, and encountered earthquakes and wild creatures. A tall and handsome woman, she is the second wife of Lord Forres, and the daughter of the first

Lord Herschell and sister of the present Peer. She has the O.B.E., and is a Lady of Grace of St. John of Jerusalem. She is lending her town house, 36, Belgrave Square, for the marriage of Miss Clematis Waring, who was a tiny bridesmaid to Lady Forres, and Lady Forres's wedding then took place from Lady Clementine Waring's house. This wedding will be at St. Columba's, Pont Street, and the bridegroom-elect is the only son of Sir Archibald and Lady Campbell of Succoth. Captain George Ilay Campbell is in the Argyll and Sutherland Highlanders, and served in the Great War. Lady Forres is a friend of both families. She has no children, but several step-children and step-grandchildren. Her only sister is the Hon. Mrs. Ralph Yorke.

Two ladies who have launched out into practical work are Viscountess Lewisham and Lady Alexandra Palmer. They are daughters of the Marquess and Marchioness of Lincolnshire, and they are trying the experiment of a communal farm. With their husbands, Viscount Lewisham, eldest son of the Earl of Dartmouth, and Mr. William Llewellyn Palmer, 10th Hussars, son of Mr. George Llewellyn Palmer, of Luckham, Lacock, Wilts, they have purchased an estate in Kent. The husbands are running the stock and crop farms, the fruit farm, and outside affairs; they are proceeding on the latest scientific lines. The ladies run the house and gardens with all regard to economy and to profit.

The sisters have families who will enjoy a healthy, out-of-door life, and if the experiment succeeds it will be an example and an encouragement to others in a position to go to work in the most modern way. They are daughters of a nobleman said to be among the very best landlords in England, and one who personally looks after his people,



SCULPTOR AND CROCODILE HUNTER: MISS MOLLIE LE BAS.
Photograph by Hay Wrightson.

despite his eighty-two years, at Dawes Hill, High Wycombe. His only son, a very fine young man, died in 1915 of wounds received in action. His five daughters are all married. One is Lady Nunburnholme, mother of the present Peer; another is Viscountess Bury, wife of Lord and Lady Almarley's eldest son; and the fifth is Lady Victoria Weld-Forester. Queen Victoria was sponsor in person for her, and Queen Alexandra for Lady Alexandra Palmer. Lady Lincolnshire is a daughter of the late Lord and Lady Suffield, who were many years in the Royal Households.

One of the most interesting engagements of last week was that of Miss Catherine Bonar Law, younger daughter of the late Conservative Prime Minister. The bridegroom-elect is Mr. Kent Galbraith Colwell, an American, the son of Captain J. C. Colwell, of the U.S.N. (retired), and Mrs. Breckenridge Jones, of St. Louis, U.S.A. The bride's only sister is Lady Sykes, wife of Major-General Sir Frederick Hugh Sykes, G.B.E., K.C.B., C.M.G., the celebrated aviator and Unionist M.P. for the Hallam Division of Sheffield since 1922. They were married in 1920, and have one son. No date has yet been fixed for the marriage of Miss Catherine Bonar Law, but doubtless the engagement will not be a very long one.

The birth of a son to the Marquess and Marchioness of Blandford is a happy event. Lord and Lady

Blandford had been six years married on Feb. 17 last, and have two small daughters. The baby will in the days far ahead be Duke of Marlborough, and is an

important small person. His courtesy title will be Earl of Sunderland, an Earldom created in 1643, the oldest of the family honours save the Barony of Spencer, forty years older. The wife of the first Lord Sunderland was sung by Waller as "Sacharissa." Lord Sunderland fell at the Battle of Newbury and his widow married again. The third Earl of Sunderland married twice, and of the



THE PROUD MOTHER OF A SON AND HEIR: THE MARCHIONESS OF BLANDFORD.

Photograph by Sport and General.

second marriage came the first and celebrated Duke of Marlborough. The Marchioness of Blandford is one of our prettiest and most sportsmanlike young married ladies. Queen Alexandra was sponsor for her, and she is the fourth daughter of the late Viscount Chelsea and of the Hon. Lady Meux.

The new Principal of Somerville College, Oxford, Miss Fry, was formerly a student at Somerville in 1894. In the war she worked for the Society of Friends in organising a system to succour its victims in France, Germany, the Netherlands, Serbia, Austria, Poland, and Russia, all of which countries she visited in the course of her humanitarian work. She was one of the first women magistrates, and is Hon. Secretary of the Howard League for Penal Reform.

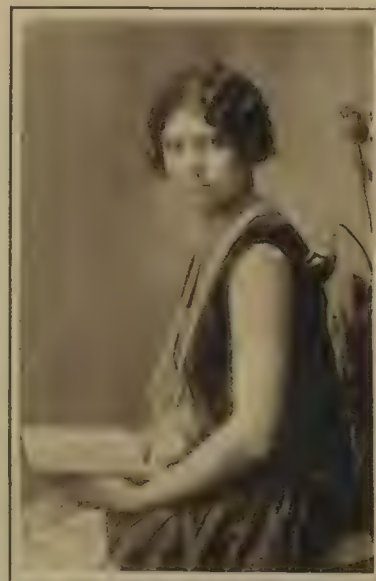
A children's dancing matinée has been arranged by Miss Eileen Pidcock at the Shaftesbury Theatre on Tuesday, May 4, at 3 p.m. Princess Mary Viscountess Lascelles has graciously promised to attend. The matinée is given in aid of the Great Ormond Street Hospital for Sick Children, in which Princess Mary underwent training, so she will have a special interest in the performance and the cause for which it



ENGAGED TO AN AMERICAN, MR. KENT GALBRAITH COLWELL: MISS CATHERINE BONAR LAW

Photograph by Hay Wrightson

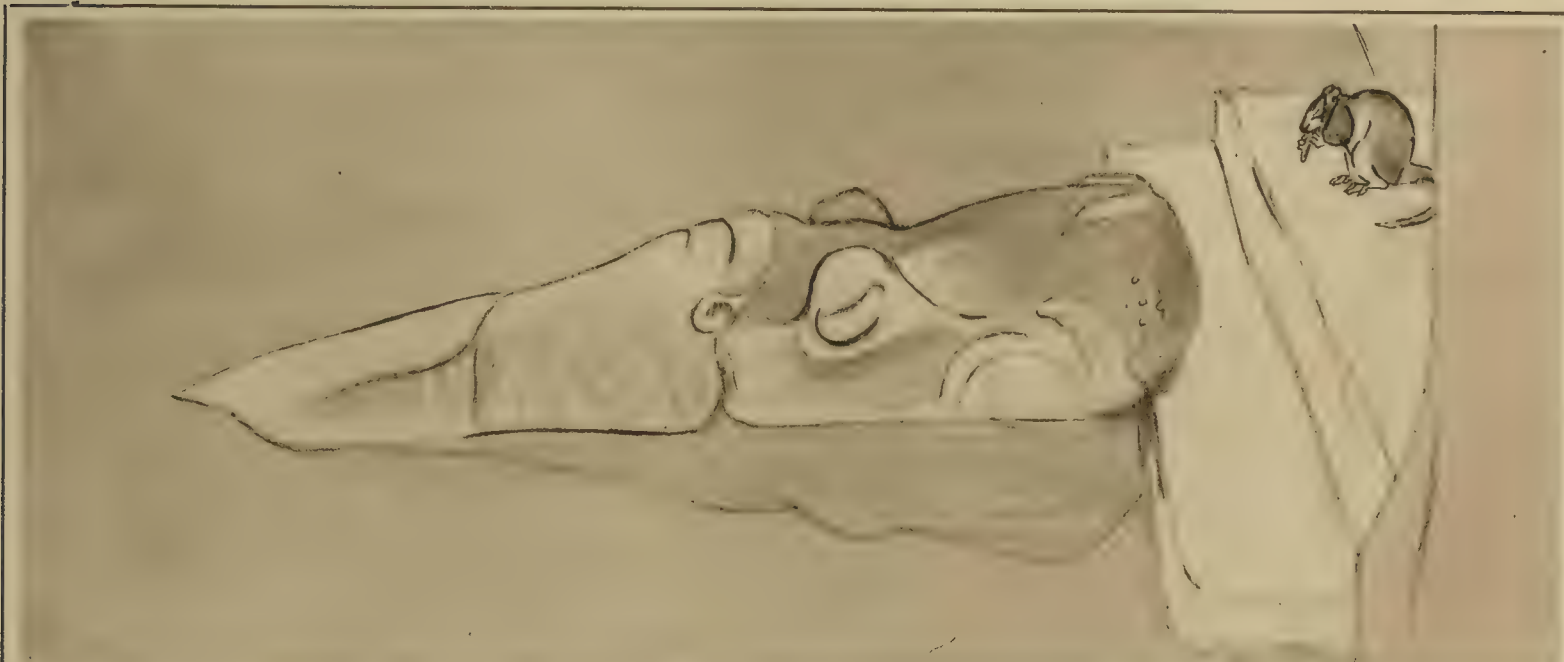
is given. Princess Mary has associated herself with many benevolent causes, and works very hard indeed in behalf of charity, and not a day passes without her doing something in the way of a kind action to help others less fortunate than herself. A. E. L.



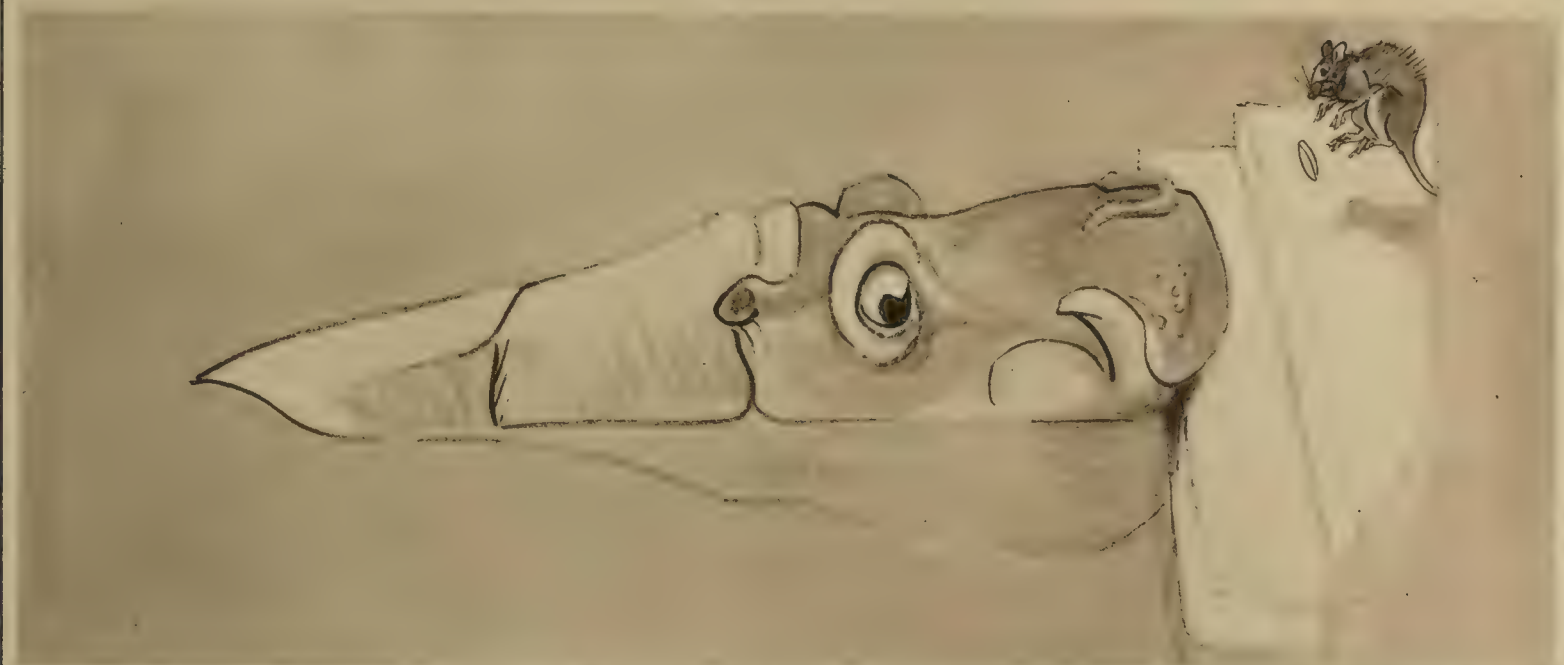
ELDER DAUGHTER OF SIR WOODMAN AND LADY BURBIDGE AND A BRIDE OF THE WEEK: MRS. A. J. V. VENABLES (MISS ENID BURBIDGE).

HUMOURS OF THE "ZOO": STUDIES OF ANIMAL LIFE.—No. XIII.

DRAWN SPECIALLY FOR "THE ILLUSTRATED LONDON NEWS" BY J. A. SHEPHERD. (COPYRIGHTED.)



Petty Larceny.



The Eye of the Lawful Owner.



A Smile on the Face of the Hippo.

THE PURLOINED BISCUIT AND THE POWER OF THE EYE: AN INCIDENT SEEN IN THE HIPPOPOTAMUS HOUSE.

The noise of a rat nibbling a biscuit—thrown by a visitor for the Hippos—disturbed Bobby, who opened wide his eye. The terrified rat dropped

the biscuit and fled precipitately. As Bobby slowly closed his eye, the set of the wrinkles plainly indicated an appreciation of the jest.

Fashions &

Corsetting in the Days of Juno.

Surprise, and perhaps a little indignation, would be felt by the most emancipated modern

woman on being told that one of her greatest ambitions was shared by the beauties of ancient Greece and Rome, and has scarcely altered throughout the centuries. She desires nowadays, above all things, a correct figure and poise, and she achieves it through clever corsetting, helped—or hindered—by Nature; while already, thousands of years ago, according to legend, Juno, wishing to be thought beautiful, borrowed the girdle of Venus to achieve this aim. The theory of corsetting, therefore, is as old as human nature, and its development is full of romance. The tyranny of the small waist existed until the last few years. The ladies of the Court of Queen Catherine de Medici were forced to wear fearsome cases of rigid steel to attain the standard waist measure of thirteen inches. And even when the harsh customs of the Middle Ages melted before the delicacy of the crinolined Victorians, a leader of fashion of that date wrote boldly to a woman's magazine that "ladies, when dressing for the afternoon walk or ride, or the evening display, when putting on their stays at first, should not lace them quite tight; in about a quarter of an hour they might again tighten them, and in the course of half an hour or so lace them to the requisite tightness." Rather drastic means to a slim end!

Feet and Hands Grow with the Waist.

According to the harmony of Nature, it has been proved that when waists are small, hands and feet are correspondingly tiny,

and vice-versa. Since the war, women have developed the use of their hands and feet to an extent which

Here are fascinating accessories to be worn with the spring tailored suit. The waistcoat is severely tailored, and the jabot and cravates are beautifully embroidered.

WHEREIN IS DISCUSSED THE ROMANTIC PROGRESS OF THE CORSET, WHICH CAN CLAIM ORIGIN FROM JUNO, STRENGTH OF IRON AND STEEL FROM THE MIDDLE AGES, AND COMFORT FROM MODERN INVENTORS.

they will never lose, and consequently the standard waist is larger. Corsets are no longer designed to compress one part, but to support evenly the entire body. A most illuminating mannequin parade was given by the well-known makers of J. B. "Master-front" corsets, at T. J. Harries, Oxford Street, W., recently, showing their latest models and explaining the science and health of modern corsetry. For average and stout figures are two styles: the "Master-front" double-lacing corset, and the "Wrap-Around," which is without laces. In the former, the double lacing in front has the advantage of a centre basque, giving equal support, and the closed back achieves the faultless line. The price is 27s. 11d.; and 29s. 11d. is the cost of a "Wrap-Around" for a stout figure, made with double front panels to give extra support. Another special model for a stout woman is the "abdominal uplift" corset, which contains an inner belt of elastic to support the diaphragm. It is a perfectly constructed model, which is very moderately priced at 35s. 6d.

The "Combinaire" A "freak" corset created a sensation in the year 1910, christened so because of its extreme length. It was evidently a forecast of the J. B. "Combinaires," those surprisingly comfortable garments which combine corset and brassiere without any feeling of restriction on one's movements. One model, which is excellent for average figures, is made of silk batiste, lightly boned, with cleverly placed elastic sections, and silk milanese across the top. The price is 21s. There is even a "Combinaire" designed for a stout woman, obtainable for 25s. 6d., completed with an inner belt which is, for her, one of the chief secrets of successful corsetting. Another model on which this firm are to be congratulated is a "Combinaire" for the tropics, or for summer wear, made entirely of strong white lace and lined with net. It costs only 27s. 11d.; and 12s. 11d. is the price of a small but perfectly adequate corset of batiste and lace, which is so supple that the mannequin danced in it with perfect ease.

Tailored Coats and Suits.

At this season of the year there are two essentials to every well-dressed woman's wardrobe—a coat and skirt for town or country, and a long coat which will serve equally well for race meetings, motoring, and travelling. Consequently the two pictured on the left are of universal interest, and their tailoring and cut are guaranteed by the fact that they come from Aquascutum, of 100, Regent Street, W. The "Newbury" coat and skirt can be made from 10 guineas, in tweeds, flannels, or "Scutum" cloths; while the "Gairloch" coat can be obtained for 6 guineas in tweeds, and from 7 guineas in Aquascutum proofed materials, either made to measure

Fancies

or in stock sizes. Field coats for frankly rainy days can be secured from 3½ guineas to 6½ guineas, in all shades; and a note must be made of the fact that this firm are making a speciality of fleece coats for tennis, etc., both in white and in colours.

Summer Frocks for at Home and Abroad.

Pretty and also delightfully moderate in price is the summer frock pictured on this page, which was sketched at Walpole Brothers (89, New Bond Street, W., 175, Sloane Street, and 108, Kensington High Street, S.W.), who have always an infinite choice of light frocks for abroad. It is of blue toile linen, woven with a drawn-thread pattern, and costs 32s. 6d., completed with vest, collar and cuffs of white organdie, hand-embroidered in striking colourings. There are cotton frocks of every kind available for 29s. 6d., and washing silk ones from 39s. 6d., while those of crêpe-de-Chine range from 84s. An illustrated catalogue full of tempting possibilities will be sent gratis and post free to all who apply mentioning the name of this paper.

Lightproof Petticoats.

Now that the season of light frocks is beginning, a petticoat which is really shadowproof is an indispensable accessory. At Marshall and Snelgrove's, Oxford Street, W., a satin petticoat, which is absolutely lightproof and will wash and wear splendidly, is obtainable for 42s. It can be worn open or closed, so that it is excellent for sports as well as for ordinary wear. Another useful petticoat is one of shantung printed in gay floral designs on light or dark grounds. It can be secured for 15s. 9d., or for 20s. in the Princess style.



This perfectly tailored coat and skirt for town and country, and the wrap coat worn over it, are built by Aquascutum, of 100, Regent Street, W., in their well-known Aquascutum cloths which brave all weathers.



A simple little summer frock from Walpole Brothers, 89, New Bond Street, W., fashioned of blue toile linen woven with a drawn thread pattern.

"IN THE CITY."



J.H. DOWD '26

6 P.M.

Why does Mr. Trimble linger?
Grim surmise and jealous pain
Rack a wife in far Suburbia—
"Marmaduke is late *again!*"
Rare indeed must be the husband
Worthy of implicit trust,
Haunted by relentless Sirens
In a giddy whirl of dust.

Hark! The thud of carpet-beating
Has a tom-tom's fierce appeal!
"Bits of fluff" dance madly round him,
Yet his heart stays true as steel:
Though his fancy dwells on figures,
They're the harmless kind he "tots."
Irresistible *Abdulla*
Keeps his life devoid of blots.

—F. R. HOLMES.

ABDULLA SUPERB CIGARETTES

TURKISH

EGYPTIAN

VIRGINIA

OLD TRADES AND NEW KNOWLEDGE.

(Continued from Page 756)

which Columbus thought he would be able to cross. Actually, of course, there is a wide space between the two continents, and America occupies the middle of it.

The problem of longitude was not solved until well on into the eighteenth century. It had become very urgent. Even as late as 1741 Anson, in his voyage round the world, could be in such error as to find himself, some time after rounding Cape Horn, quite close to the land when he thought he was ten degrees to the west of it; and again, when he was in the latitude of Juan Fernandez, which is some three hundred miles off the coast of Chile, and wished to make the island, he was so uncertain of his longitude that it was necessary to sail until he came in sight of the continent and then run down the correct line of latitude until he came to his destination; and then, as he found subsequently, after having actually had an uncertain view of the island in the distance before he made his détour. On account of this delay he lost eighty more men from scurvy.

If the sailor can find the difference between the time when it is noon at Greenwich, or any other standard place, and the time when it is noon at the place where he happens to be, he can find his longitude at once. The sun appears to go round the earth in twenty-four hours; if his noon is, say, four hours later than at Greenwich, then he is one-sixth of the way round the world—that is to say, his longitude is 60 deg. W. But how is he to know when it is noon at Greenwich? The answer would seem obvious now:

let him take a chronometer with him on his voyage, and set it right by Greenwich before he started. But no one in Anson's day could make a chronometer nearly good enough. There was a very difficult method of comparing local with standard time, based on the fact that the moon moves at an observable

was impossible with the old instruments. Nevertheless, so urgent was the question that the Royal Observatory at Greenwich was founded by Charles II. in order to determine lunar distances with as much accuracy as possible, so that they might be available for use at sea.

In 1714, a Parliamentary Committee was appointed to consider the question, and evidence was given by Sir Isaac Newton, among others. He suggested several possible methods, of which lunar distances and the chronometer need alone be mentioned. So Parliament offered a reward of £20,000 for any method which would in a six weeks' voyage to the West Indies determine a ship's longitude within half a degree; £15,000 if the error was not more than 40 minutes; and £10,000 if not more than a degree. To get within half a degree the chronometer would have to be right to two minutes of time. The problem was solved by John Harrison, the Yorkshire carpenter, the success of his chronometers being chiefly due to the compensation for temperature which he incorporated in their design. In 1761, William Harrison, son of John, voyaged to Madeira, and when eighteen days out was able to assure the captain that he

was on the right track. The captain believed, from his dead reckoning, that he was many miles to the east, but after much persuasion consented to continue his course, and the island was sighted next day. It was this, and other successes on a voyage to Jamaica, that vindicated Harrison's claims to have solved the old and difficult problem. Ever since then it has been an important duty of the observers at Greenwich to

(Continued overleaf.)



A NOTABLE PICTURE AT THE ROYAL INSTITUTE EXHIBITION: "THE HARROW," A WATER-COLOUR BY HAROLD SWANWICK, R.I., R.O.I., R.C.A.

This year's Spring Exhibition of the Royal Institute of Painters in Water-Colours, at 195, Piccadilly, is the 117th of the series, and is one of the best the Institute has held. It will remain open during April and May. A number of other pictures included in it were reproduced in our issue of March 27.—[By Courtesy of the Artist. Copyright Reserved.]

rate across the sky of stars. Its future position at any time can be calculated, and expressed in terms of the time at some standard place such as Greenwich. Then an observer in any part of the world can observe the distances of the moon from the nearest bright stars, and so know the Greenwich time. But in order to get a reasonably useful result the position of the moon has to be determined with an accuracy which

THE COLLECTION OF MODERN PICTURES AND DRAWINGS

OF THE LATE

Lieutenant-Colonel JAMES B. GASKELL.

(Recently exhibited at the Walker Art Gallery, Liverpool),



Shipmeadow Lock on the Waveney, by J. Stark.



Flying the Kite, by David Cox.



Fishing on the Yare, by J. Stark.

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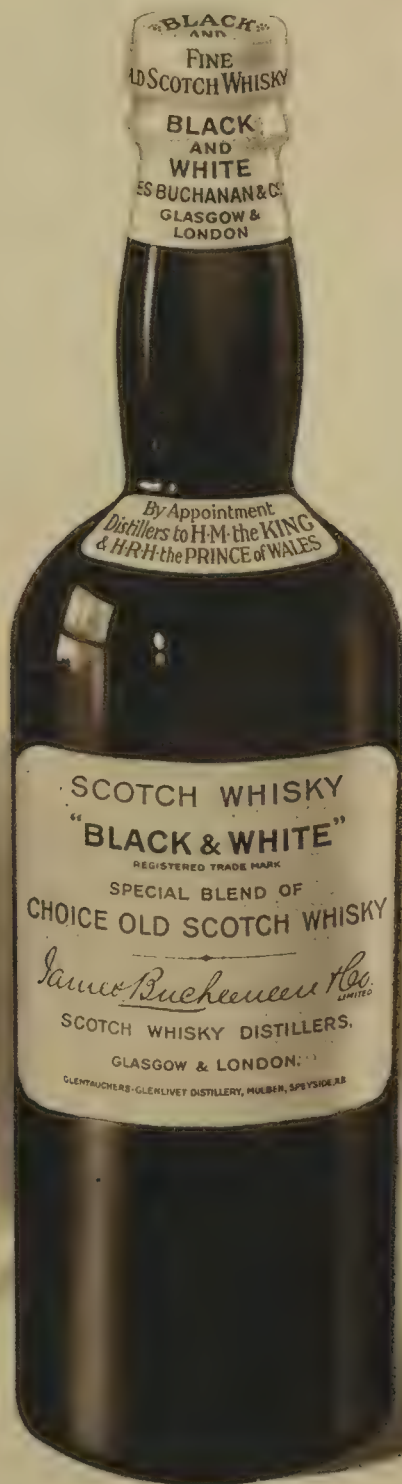
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(Continued.)

find and keep "Greenwich time" and to "rate" chronometers for use at sea.

Within recent times new knowledge has been available in plenty for the improvement of determination of position and direction. The gyrostat is one of the most remarkable of the consequent developments, for it can not only replace the magnetic compass, but even the quartermaster at the wheel. It depends on the fact that if a body is set spinning round its natural axis, as a wheel does, and if it is then made to spin about some other axis as well, the body will try to turn its first axis so as to coincide with the new one. Two of the illustrations which accompany the article will illustrate the point. A simple form of gyrostat is mounted in a frame which can turn about a vertical axis. It is set spinning with its axis parallel to one edge of the table on which it stands. If the table is tilted about an axis parallel to that of the gyrostat, the axis of spin will clearly be under no impulse to change its direction. But if the axis of spin is perpendicular to, or inclined at any angle to, the axis about which the table is tilted, the axis of spin moves so as to set itself parallel to the axis of tilting. The same effect occurs to a lesser degree even if no hands are laid upon the table, because the room in which the table stands is being slowly tilted by the rotation of the earth; the gyrostat will move to set its axis of spin into the north-south line. If the room or the table were slung in gimbals the effect would be just the same. If the room were a ship's cabin, the gimbals would tend to eliminate effects due to the rolling of the ship, but would not prevent the tendency of the gyrostat-axis to point north and south. The gyrostat replaces the compass, to which it is superior in some respects: it always points to the true north, and is unaffected by the iron of the ship.

Other modern applications of knowledge are shown in the illustrations. The echo-sounding methods make it possible for a ship to be always aware of the depth of water below it, even when it is travelling at speed. A cable lying on the sea bottom in shallow waters, and carrying an alternating current of electricity, can guide a ship blindfold into harbour. Wireless signals can give Greenwich time to a ship at sea as often as it is required; and directional wireless can be used to get position.

Applications such as these, and many others, are in this country worked out at the Admiralty Experimental Stations at Teddington, Portsmouth, and elsewhere; and extraordinarily interesting work it is.

THE BOOKSELLER'S WINDOW.

THE MOATED GRANGE. By KATHARINE TYNAN. (Collins; 7s. 6d.)

Why a butler, when he is a wicked butler, should be peculiarly creepy we do not know; but the fact remains that it is so. Was there not "The Turn of the Screw"? And here is "The Moated Grange," presenting the sinister personality of Mr. Crouch. Katharine Tynan, being Irish, takes ghosts as all in the day's work. She allows them to thrill you; but gently. She has, you can see, a tenderness for wraiths, and she is too familiar with them to make them grisly. On the other hand, the simple fact of Crouch in rubber soles is alarming at the Moated Grange, though you or I might wear them and never raise a shiver. The creepiness created by Mr. Crouch had a very good reason, as you will see when you are getting near the end of the book. The two Irish ladies, mother and daughter, boldly held out against his malevolence as long as they could; but theirs was the boldness of innocence. Though Mrs. Tynan does not stress it, they stand for the exiled Irish gentry, and her study of their characters is clearly a labour of love. Her writing keeps its charm.

THE LAUGHING MASK. By COSMO HAMILTON. (Hurst and Blackett; 7s. 6d.)

Cosmo Hamilton's short stories show his sentimentality very plainly. They show his *flair* for a good "curtain" too; and it is the dramatic sense of "The Laughing Mask" that pulls it through. The first story, "Shoes Have Tongues," is a farcical affair, and no one who reads it will fail to be amused. The golden-haired cherub and the burglar and "'Steady' Hardy," on the other hand, are sticky with sugar-coating. However, twenty-one tales in a single volume is good measure, and there is a choice of plots. On the whole, Mr. Hamilton's style suits an American background best, or else it is that American air gives a tang the English stories miss. "The Laughing Mask" is a good holiday book, especially for our uncertain climate. Driven in by a shower, or driven out by the sunshine, you can cut and come again.

HILDA WARE. By L. ALLEN HARKER. (John Murray; 7s. 6d.)

Mrs. Allen Harker is breaking fresh ground. She has made a successful advance, and she has been courageous, for the public is conservative, and would

have gone on taking Miss Esperances and Mr. Wycherlys for as long as she liked to turn them out. "Hilda Ware" has courage of another sort too, seeing that it deals with the question of creed or no creed. This is not in any way to suggest that it is a stodgy book, or that it is "preachy." It is written with wit, and with confidence in its characters being found human and attractive, as they are. But if Rachel Stroud's father had not lived deep in his Egyptology, with contempt for all religions later than the worship of Osiris, Rachel might have had a good workaday faith to help her along, and not have succumbed to the irresponsible Geoffrey. Rachel is so naturally sweet and sober that you do not expect her to make havoc in the home of Hilda Ware. And Hilda is so commonsensical that you hope on, feeling sure she will evolve a way out for the three of them. You may not like the end, but you will recognise that "Hilda Ware" is a good book.

EMPEROR OF THE IF. By GUY DENT. (Heinemann; 7s. 6d.)

This, as Holofernes might have said, is a book of extravagant spirit, full of forms, figures, shapes, objects, ideas, apprehensions, motions, revolutions. A learned man perfected the power of thought by preserving the perfect human brain, the most sensitive organism ever known. Detached from the encumbrances of the body, the brain precipitated sheer thought; thought therefore (so Guy Dent's Professor argues) that is irresistible. It was guided by the Professor's suggestion, and it whisked the world back to the beginnings of the earth, when the monstrous eft crawled out of the ooze. Prehistoric climatic conditions sprouted up in modern London, to the immense confusion of its citizens. Not content with one upheaval, the brain is switched on to the other end of mortal existence, and the last human beings are left grappling with the horrors of machinery running amok. Very vicious machinery, and a nasty forecast of the ultimate fate of the race. In 1926 we are "evidently living during one of those times of pause in the creative work." After reading "Emperor of the If," we see every reason for thankfulness that this is 1926.

HERE COME SWORDS. By COUTTS BRISBANE. (The Bodley Head; 7s. 6d.)

Coutts Brisbane has soaked himself in the colour of his Italian period, and the ape Nicco dates his picture. Unfortunately, the action lags while Mr. [Continued overleaf.]

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April 29th.—OLD ENGLISH GLASS; PAPER-WEIGHTS, etc.

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GEORGE ROMNEY: "MASTER TENNANT."

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May 18th.—Valuable ENGRAVINGS and ETCHINGS, the collection of the late SIR HENRY JAMES JOHNSON, sold by the Direction of the Executors of the late Lady Johnson.

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Continued.

Brisbane dwells on the beauty of a campanile, or the Duke very gorgeous, or the incomparable lights and shades. The story has fighting men and fair ladies enough; but it is a dreamy affair. It does not seem to matter who triumphs or who fails. It is curious how often historical romances are only half-awake. Here is good writing, much feeling for the trappings of romance, and a leaven of humour; but they do not make up a stirring story. Yet "Here Come Swords" has a pleasant effect. Perhaps it would come suddenly to life if you began to read it on one of those vineyarded hillsides that it describes so well, and where, we conjecture, its author first thought of writing it.

THE STOOPING VENUS. By BRUCE MARSHALL. (Hurst and Blackett; 7s. 6d.)

If the world were run by talking, as some novels and political speeches suggest, it would be conducted on the lines of "The Stoop- ing Venus." There is a great amount of chatter, a fair amount of wit, much effrontery, a glance or two at mystic withdrawals, and the conclusion that love alone seemed to have survived the centuries. Bruce Marshall belongs to the school that pours out the im- pressions of the moment, serious or flippant, in an indiscriminate stream. His young people have good memories, and they quote and counter-quote. Strings of names fall patly from their lips—Rabin- dranath Tagore, Shaw, Bishop Gore, the Bolsheviks, and so on. They refer to the *Daily Howl* and the *Sunday Shriek*; and, though consciously superior to their vapourings, the views of the people who write letters to the papers tincture their emotions. They take

care to let you know they have read philosophy, Kant and John Stuart Mill. Funny things are

said about legs. Finally, an ancient man makes a phrase, "the glory of the humdrum," and so bows out young Lady Strathcrombie, who had brightly warned him that she and God were not on very good terms. Mr. Bruce Marshall is a glutton at Life's feast, and his novel reflects the resulting indigestion.

GIFTS OF SHEBA. By W. L. GEORGE. (Chapman and Hall; 7s. 6d.)

It is easy to say that "Gifts of Sheba" is a weary book; but that is a superficial view to take of it. From first to last, W. L. George's attitude to life has not changed. The materialist comes more aggressively into the open in his last novel, that is all. He is embodied in the master charac- ter, the wise man who illustrates his opinions by keeping a roomful of caged mice. Angus Hallam mates the creatures, and unmates them, and when breeding time is done he calls in Nemo the cat to carry out the death sentence. He speaks of himself as the Origin. It is (says Hallam) a world of sex: when that is outworn, enter Nemo. Therefore, when "Gifts of Sheba" deals with Moira and Isabel, but more particularly with Isabel, there are no veils of feminine mys- tery. The modern woman wants to be a detached individual; love for her is nothing but handcuffs for two. But, continues Mr. George, she can never properly be anything but the odalisque of Hallam's philosophy; the lure and torment and disgust of men, no more. So it is that Hallam, scornful of passion and yet coolly homicidal at its urge, adds Isabel to the arid company of the wives of "The Second Blooming" and Ursula Trent.



THE "EARL OF CHESTER" RECUPERATING AT BIARRITZ: THE PRINCE OF WALES, WITH GENERAL TROTTER (RIGHT) OUTSIDE HIS HOTEL.

The Prince of Wales, travelling as the Earl of Chester, reached Biarritz on April 16, for a holiday to recuperate after the recent operation on his ear. On the following night he attended a fête at the Casino on the occasion of a visit of the "Beauty Queens" of Paris. On the 18th he went motoring in the district, and invited the Mayor of Biarritz to the Hotel Hélanthe, where he is staying, to express the pleasure he was deriving from his visit.—(Photograph by Topical.)

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THE CHRONICLE OF THE CAR.

The Road Fund. At the annual luncheon of the Commercial Motor Users' Association last week Sir Eric Geddes indulged in some very plain speaking on the subject of the projected raid on the Road Fund. Of all people Sir Eric is in the very best position to express opinions on this matter, inasmuch as he was Minister of Transport when the Roads Act was passed, and it was he who was responsible for the present system of motor taxation and the existing policy of the Road Fund. Furthermore, it was he who definitely pledged the Government to devote the revenue derived from the motor taxes to the use of highway development, and who indicated that, when this revenue exceeded the amount budgeted for, relief should be given to the taxpayer. He said: "Whatever there is in the Road Fund belongs to that Fund. With an invested balance of £18,000,000, it has pledged its resources to the extent of £36,000,000, always with Treasury sanction, and I maintain that Parliament cannot, without breach of the most solemn pledges, either appropriate its invested surplus or deprive it of its revenue until its excess of commitments over funds has been liquidated. . . . For the present Government deliberately to break pledges given by its accredited Ministers—as solemn a pledge as was ever given in Parliament—would destroy for ever our faith in the fairness of the nation's representatives. I cannot conceive that this Government, so many members of which were parties to the pledge, or this Parliament, could take such distasteful action."

Well, we have only to wait for a week now to see whether Sir Eric is right in his presumptions, or whether Mr. Churchill intends to persist in his projected policy of taking money from the Fund to make good a deficit on other schemes. If he does persist, it is too much to hope that the present House will negative his proposals. If only the motoring community were really organised!

A Wild "Record." I cannot conceive what object is behind the "record" made the other day by a wild motorist who drove from London to Aberdeen in something over twelve hours. I am not certain of his identity, but I have an idea that he is engaged in the motor trade, in which case there is probably some amount of "method in his madness." If I am right, I sincerely hope that, so far from doing his business a good turn, his stupid performance will have a reverse effect. Such records as this do an infinity of harm to motoring, and they prove nothing at all, except possibly that the person who achieves them is as wanting in consideration as he is in a sense of proportion. As a matter of fact, anybody who is a reasonably good driver at the wheel of a modern fast car can average forty-five miles an hour on the Great North Road, so there is nothing in the actual performance about which to make a fuss. But what is the good of it? It tells us nothing that we did not know, and less than a twelve hours' trundle round Brooklands would demonstrate. On the other hand, it gives the anti-motoring folk a strong argument for legislating such drivers off the roads. If we could do that it would not matter—it would be all to the good; but the trouble is that we are all likely to suffer for the sins of such as this new record-breaker.

I am afraid the police can do nothing in the matter, though it might be well worth the while of the R.A.C. to take opinion as to what chance of success a prosecution would stand. It seems such a clear case for the suspension of the driving licence for a considerable period.

A Stupid Practice. While the standard of driving seems to be higher than it was, I am afraid the same cannot be

said of what I will call reckless stopping. Why will people who ought to know better stop their cars on narrow roads just where they are obscured by a bend or corner? We all like to regard a beautiful view, and most of us are accustomed to stop once a while to admire an especial beauty spot. Others there are who like to take a picnic lunch or tea by the roadside. But in the name of commonsense why not select the stopping place with some eye to "Safety First"? Quite half-a-dozen times during the Easter holiday I came across cars stopped in most dangerous situations, and not once was there any necessity for it. It ought to be made an offence to stop any vehicle where it is a potential danger to any other user of the road.

A friend told me of an experience he had the other day, which seems to be even worse than the average. He was driving with his wife and family and going fairly fast when, just round a bend on a road with which he was perfectly familiar, he suddenly came on two cars stopped abreast while the drivers exchanged confidences. He only escaped a bad crash through the excellence of his brakes and by taking the grass on the off side of the road.

Having a sarcastic wit, he went up to the driver of the outside car and asked if he had a photograph of himself. "No," said the offender;

"but why do you want it?" "Well," was the answer, "I am making a collection of the photographs of the world's champion fools, and I want to put yours in the place of honour." And, as it happened, the other fellow had the good sense to take the rebuke and apologised. There is much hope for this motorist in his future road-faring.

Number-Plate Lighting.

The police have been getting very worried lately about the lighting of motor-car number-plates. To assist in assuaging their woes, the S.M.M.T. recently staged a demonstration of lighting arrangements on Wimbledon Common. I was not present, but I understand that only three lamps were demonstrated, as well as several different patterns of plates.

The results were about as might have been expected. The illuminated plates were quite legible when clean, but unreadable when dirty! The square plate was better than the long type, since the former was shown to be better illuminated by the lamp at the top than the latter with the source of light at the side. The flat black plate with numbers painted on was better for visibility than the cast aluminium type with raised letters and figures. And so that seems to be that.

[Continued overleaf.]

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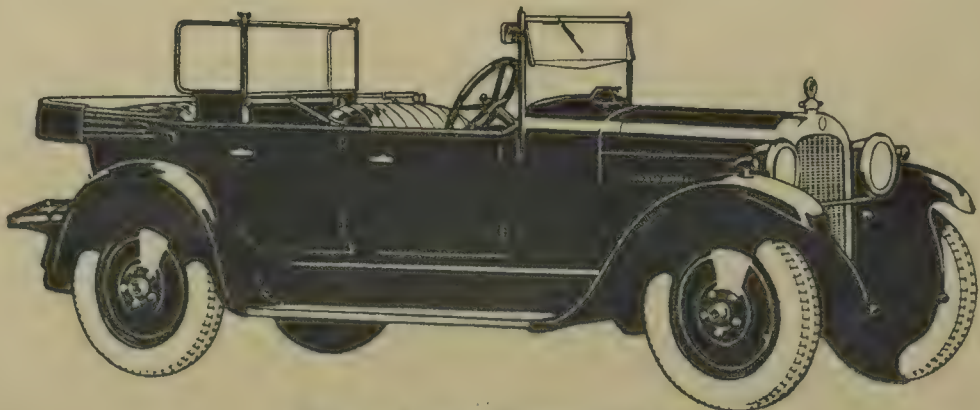
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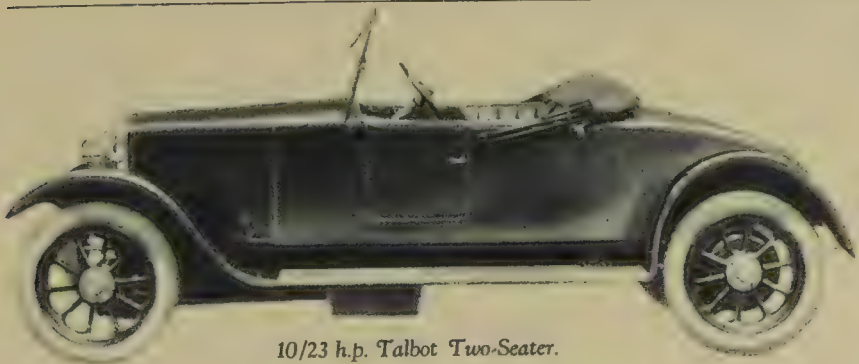
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Continued.]

Cyclists and Rear Lights.

A recent case in the courts once more illustrates how absolutely essential it is that all vehicles should carry rear lights. A motorist was sued by a cyclist for injuries received through being run down by a car driven by the defendant, whose defence was that he was dazzled by the head-lights of another car, and did not see the cyclist. In the result the latter succeeded in his action and was awarded £2000 by way of damages. I have not seen a full report of the proceedings, and there may well have been negligence on the part of the motorist. In fact, I think it may be admitted that there probably was, because he seems to have ignored the excellent maxim that speed in any circumstances should be governed by the range of vision. The moral may be pointed, however, that in all probability there would have

on a tarred road, even when one is not inconvenienced by the lights of a meeting vehicle. Coming out of the glare of another pair of head-lights into the temporary black darkness which ensues, it is next to impossible, and most of us, exercising every care, have had more than one narrow escape from accident through the absence of a rear light on the overtaken vehicle.

Four-Wheel Brakes.

I suppose we are all agreed that four-wheel brakes are an essential feature of the modern car. At any rate, I fully subscribe to this as a fundamental motoring doctrine. There are, however, quite a number of cars still made which are only braked on the rear wheels. In course of time, no doubt, their makers will come into line with modern practice and fit brakes to the front wheels. At the present moment ingenious designers are trying to help out the owners of such cars by fitting front-wheel brakes at a quite moderate cost, and in many cases I do not hesitate to say that the conversion is well worth while. There are, however, one or two words of caution which may well be uttered in this connection. Do not have such brakes fitted unless you are certain the front axle and springs will stand the extra stresses imposed by the new brakes. It is as well to take the opinion of the makers of the car to begin with, though my experience is that the designers of the supplementary brakes can usually be relied upon to give a perfectly honest opinion. I know of many quite satisfactory conversions in the

case of such cars as the Morris, the Essex, Hudson, and others, though in other cases the experiment has not worked out as it should.



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been no accident at all if the cyclist had carried a red rear light. We all know how exceedingly difficult it is to pick out a cyclist dressed in dark clothing



A WELL-KNOWN ACTRESS AND HER CAR: MISS ROSE HIGNELL (MRS. LOVAT CROSLY) AT THE WHEEL OF HER NEW 13-H.P. CLYNO.

Miss Rose Hignell, it may be recalled, was recently playing a leading part in "Lilac Time," at the Lyric Theatre.

Ansaldo Prices Reduced.

Messrs. Ansaldo Motors, Ltd., advise me that it has been found possible to make material reductions in the prices of all their models. These reductions range from as much as £115 down to £5, the latter small reduction applying to the 16-50-h.p. six-cylinder chassis. These reductions make this very fine Italian car a more attractive proposition than ever.

Tyre Prices.

The other day it was announced in the daily papers that tyre prices were to be reduced by about 10 per cent. Up to the moment of writing, I have not been advised by any of the tyre companies that such a reduction has become effective, but there is some reason to believe that there will be reductions presently, and it may be that they will be more than the amount named.

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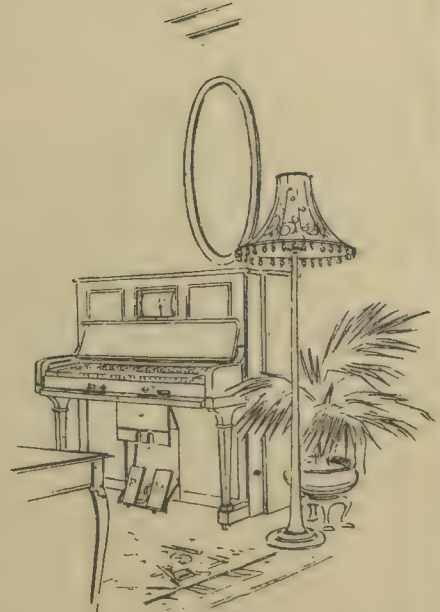
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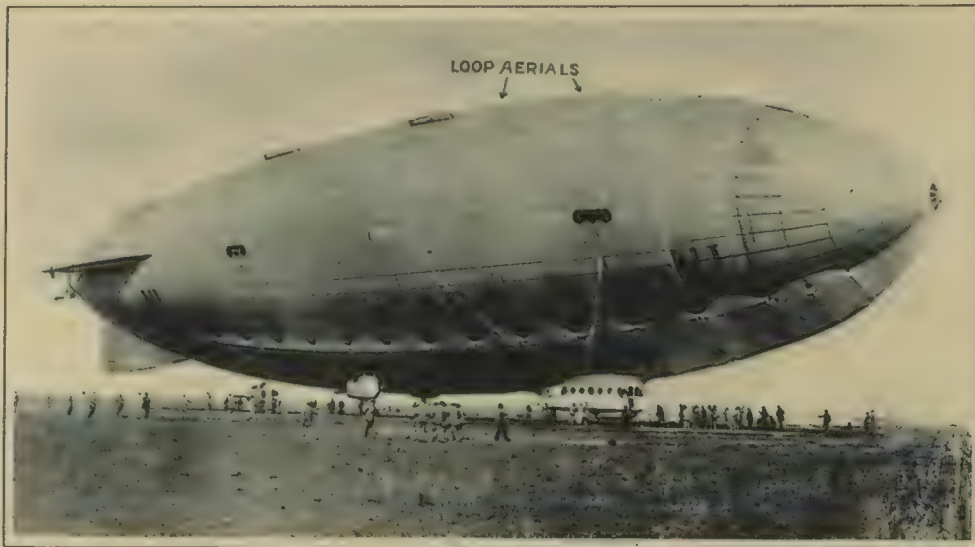
IN the past, most expeditions to the Polar Regions have had to undergo long periods of complete isolation from the outside world, since it has not been possible to carry the means of communicating with civilisation. It is of particular interest, therefore, to know that, in regard to the Amundsen Ellsworth Polar flight, arrangements have been made whereby the Marconi Company have equipped the airship *Norge* I. with special transmitting and receiving apparatus, which will enable the commander to keep in touch with either ship or land stations up to very considerable distances. The airship will, in fact, be in a position to maintain communication with the outside world throughout its voyage through Arctic solitudes. In regions where interference is not great, the transmitting and receiving range will probably be anything up to 2000 miles.

Of special interest is the direction-finding system, which will enable the navigators accurately to determine their position and course, despite the fact that compasses will have reduced navigational value in the region of the Pole itself, due to the earth's magnetic field effect, and the fact that actually at the Pole all direction will be due south.

In order to meet the special conditions obtaining in the airship, and to utilise to the best advantage the very limited space available, the principal transmitting components are mounted on a light teak baseboard. The aerial tuning inductance and variometer form separate units, and, used in conjunction with the airship's trailing aerial, cover a wave-range of approximately 550 to 1500 metres. The generating dynamo is fitted just astern of the wireless cabin, and is driven by a four-bladed air-screw, or propeller, capable of developing about three horse-power. The angle at which the propeller faces the air-stream can

be varied from inside the cabin by a special lever which may be adjusted and locked to suit the speed at which the ship is travelling, or at the rate required by the dynamo.

Into the base of the gondola is fitted a special type of fairlead for paying-out the trailing aerial, which is 300 ft. long. This fairlead enables a new aerial and weight to be fitted while the airship is in flight, should it be necessary to do so. Special Marconi receiving apparatus is utilised both for direction-finding and for ordinary reception. As in



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When Amundsen's airship "Norge" reaches the vicinity of the North Pole, her compasses will be of little use for navigation. With the aid, however, of her wireless direction-finding apparatus, in conjunction with the two loop aerials which are fixed diagonally around the envelope (as illustrated above by courtesy of Marconi's Wireless Telegraph Company, Ltd.) her commander will be able to check the ship's position by exchanging signals with distant radio stations.

all aircraft, economy of space and the minimum of weight are essential features; and to meet these requirements, several of the units are used both for direction-finding and ordinary reception purposes.

A Marconi short-wave, two-valve receiver, with a wave-range of 10-100 metres, is carried. This is intended for communication with Point Barrow, where a short-wave transmitter is installed. The

aerial for this apparatus is a short length of wire stretched between the wireless cabin and one of the engine gondolas. Loop aerials, for use when direction-finding is in progress, are fitted diagonally round the outside of the airship's envelope, the centre of the loops coinciding with the lead-in to the wireless cabin. The loops consist of two turns of wire spaced 9 in. apart, and are doped to the fabric with linen tape, forming a neat and unobtrusive, but very efficient, fitting. Inside the cabin, eight terminals are fitted on an ebonite panel to which the ends of the loops are connected. This enables the loops to be put in either parallel or series, as might be found most advantageous on the wave-length being received. For the reception of continuous wave, spark, and telephone messages, a plug-in coil tuner, covering a wave-range of 300 to 25,000 metres, is connected to the high-frequency amplifier in place of the transformer and radio-goniometer units which are used for direction-finding. Eleven plug-in coils are provided to cover the full wave-range, any one of which can be inserted according to the wave-length being received.

The chief difficulty in fixing the apparatus in the wireless cabin of the *Norge* was lack of space, the operator's quarters being somewhat cramped. In fixing the instruments it was necessary to give more attention to convenience of wiring than to appearance; but in spite of every economy in space and weight, the general effect is very workmanlike.

The receiving apparatus is supported on two shelves on the interior wall of the cabin, whilst the whole forward wall is taken up with the transmitter panel. A narrow table is provided for the operator's writing, and for the manipulating key, on the starboard outside wall. Under the left-hand side of the table the transmitter inductance is fitted to the floor, and to the right is fitted a small triangular cupboard for carrying spares. Non-spillable accumulators and dry batteries stand on the floor of the cabin.



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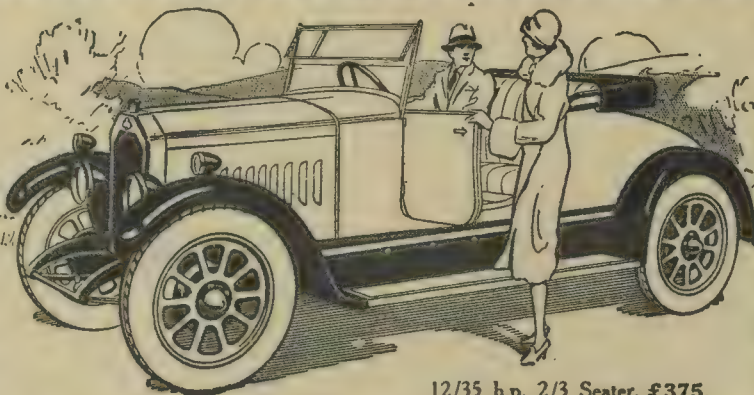
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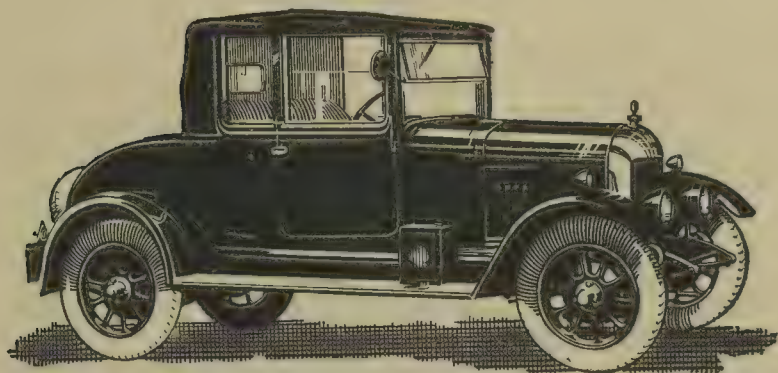
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THE PLAYHOUSES.

"AUTUMN FIRE," AT THE LITTLE.

"AUTUMN FIRE," Mr. T. C. Murray's tragedy of an old man's love, is a play to be seen if only because of its interesting theme and the sureness of its stagecraft. The Irish playwright starts his story in the right gripping way; he makes you see the almost boyish eagerness of heart that characterises his farmer, Owen Keegan, despite his grey hairs, and thus the mistake of young Nance Desmond in listening to this rash romantic's offer of marriage and overlooking the shy appeal of his son Michael obtains a natural and plausible explanation. June and December and the impossibility of their being true mates—there is, of course, a figure in Mr. Murray's tale ready to insist on that point and to prophesy ill in advance; namely, the farmer's embittered daughter, Ellen, an admirably drawn character; but for the moment audience, as well as heroine, is disposed to accept Owen's own confidence in his vigour, his cheerful temper, his real youthfulness. But Ellen was right, and there comes a time when the young people find themselves drifting dangerously. Nance, determined to be true to her elderly husband, is sending the boy away, when his father oversees her giving him an innocent farewell kiss. Ill and near his death, he turns his son out of doors, and we see him last on his knees seeking comfort in Heaven, since son, wife, and daughter have all failed him. A fine play

finely written. At the Little Theatre the best acting of all comes from Miss Una O'Connor in the rôle of Ellen; but there is pathos in Mr. Wilfred Shine's study of the farmer, and the work of Mr. Fred Groves, Miss Cathleen Drago, and Miss Leah Bateman calls for praise.

"THIS WOMAN BUSINESS," AT THE HAYMARKET.

There are plenty of laughs to be got out of Mr. Benn W. Levy's play, "This Woman Business," which the Play Actors discovered some months ago and Mr. Harrison is now giving at the Haymarket; it has a theme that has only to be well handled to prove entertaining, and there is wit in its dialogue to match the humour of its situations. Imagine a group of misogynists—or rather, sham-misogynists—secluding themselves from contact with women, and then conceive them invaded by a young woman, a self-confessed thief, who pitches a tale and soon twists them all round her finger. Given a job as housemaid, she is coy with one man, sisterly with another, mothering to a third, an athletic companion to a fourth, till the whole colony is disorganised and the one she has marked down for herself is ready to make her his wife. The men's different humours are made amusing, especially the prosiness of an elderly married man played by Mr. Sebastian Smith, and many of the speeches are smart and exhilarating. Besides the comedian already mentioned and Miss Fay Compton—to whom falls the easy task of being demure and fascinating—Mr. O. B. Clarence, Mr. Bromley

Davenport, Mr. Clifford Mollison, and Mr. Leon Quartermaine are in the cast and all do well.

TWO MUSICAL COMEDIES.

The Astaires have returned to London, and bid fair to be as popular in the new musical comedy written round them at the Empire, "Lady, Be Good!" as they were in "Stop Flirting." The show in which they figure is merely a background for their virtuosity, but they are on the stage so frequently and they are so exuberantly buoyant that nothing else matters. Mr. Fred Astaire is a marvel as a dancer; there is nothing about the art in its modern manifestations that he, with his slickness and his grace, has not mastered. And his sister, Miss Adèle Astaire, not only dances as wonderfully, but has personality and humour as well. In their absence at times, Mr. William Kent, an American comedian, takes the stage, but he would score better if he were given something really humorous to say. At the Gaiety a piece styled "Riki-tiki" has been staged. This mixes up dreadfully Ruritanian politics with the pantomime idea of a Prince exchanging places with his valet. The libretto, therefore, is the poorest of stuff; but the music of M. Edouard Kunneke is uniformly tuneful, and thanks to this and the fine singing of Miss Gladys Moncrieff, an Australian artist who quickly established herself on the first night as a favourite with her audience, there may still be possibilities of success for this musical comedy, but it will have to be drastically revised, and somebody will have to put some fun into it.

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To CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, 15, Essex Street, Strand, W.C.2.

H W SATOW (Bangor).—Will you consider Black's defence of 1.—P to B 4th in No. 3977?

W WHITEHOUSE (Kidderminster).—We fail to see how you, in common with many others, propose to carry on when, in reply to your suggested solution of 1. Q to R 3rd, Black replies with, 1.—B takes Kt in Problem No. 3976.

CHARLES WILLING (Philadelphia).—We are very grateful to you for the batch of games, which we hope to turn to good account.

REV. W SCOTT (Elgin).—You must have taken down an erroneous copy of No. 3976. After Black's reply of 1.—P takes Q, there is no mate possible by 2. Kt to Q 8th. No. 3977 will also require further attention.

JOHN HANNAN (Newburgh, N.Y.).—The position of Loyd's you quote is the one we referred to. As regards No. 3974, you voice a widespread opinion of its merits.

P V EARLY and G W HOLLINGS (Hong Kong).—Will you tell us what would be left in the problem art, if solutions were framed on the lines you propose for No. 3972? Did it not strike you there was a sapless simplicity in your effort? Black's reply is, 1.—R takes K!

C A ROWLEY (Yatton).—Your way of solving No. 3975 seems disposed of by Black's reply, 1.—P to Q Kt 4th.

J M K LUPTON (Richmond).—Your fresh batch of two-movers puts us under great obligations to you for your kindness, and we have little doubt they will prove as acceptable as ever to our solvers. As regards the failure to credit you with solutions, we regret the oversights, and are doing what we can to put matters right.

J T BRIDGE (Colchester).—While you are only half right in your solution of No. 3977, the honor is yours of being so far the first in the field with a correct reply. You seem to give it, however, as a subordinate alternative, whereas it is, in fact, the only way. The mistake you make is involved in Black's reply of 1.—P to B 4th, which is not met by your continuation.

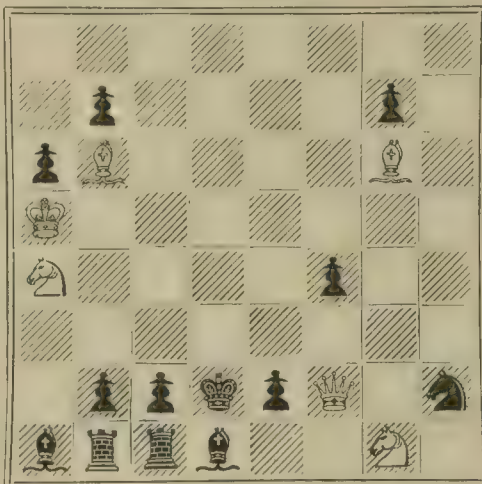
CORRECT SOLUTIONS OF PROBLEM NO. 3972 received from John M Tso (Hong Kong), and J M K Lupton (Richmond); of No. 3974 from J Hannan (Newburgh, N.Y.), Charles Willing (Philadelphia), J W Smedley (Brooklyn, N.Y.), and Horace E McFarland (St. Louis, Mo.); of No. 3975 from J W Smedley (Brooklyn, N.Y.), Rev. A D Meares (Baltimore), J E Houseman (Chicoutimi), Charles Willing (Philadelphia), J Hannan (Newburgh, N.Y.), and F J Fallwell (Caterham); and of No. 3976 from P J Wood (Wakefield), J T Bridge (Colchester), R P Nicholson (Crayke), J C Kruse (Ravenscourt Park), F J Fallwell (Caterham), E Glenvalon (Old Charlton), E W Punnett (Buxton), Hubert E Ricks (Mill Hill), and J M K Lupton (Richmond).

SOLUTION OF PROBLEM NO. 3976.—By E. G. B. BARLOW.

WHITE
1. Kt to Kt 4th
2. Mates accordingly.

Although presenting but little difficulty in the discovery of its solution, the ensuing mates of this problem possess a certain attractiveness to many solvers that has met with due expressions of their praise and approval.

PROBLEM NO. 3978.—By E. BOSWELL.
BLACK.



WHITE.

White to play, and mate in two moves.

Owing to an ingenious second solution being prevented by a rather subtle defence, it has been suggested there may be some error in setting

up the diagram of Problem No. 3977. We are pleased to assure our solvers that this is not so, and they will be well repaid for any trouble they may take in mastering the position.

CHESS IN ENGLAND.

Game Club in the Championship Tournament of the City of London Chess Club, between Messrs. E. T. JESTY and E. G. SERGEANT.

(Petroff Defence.)

WHITE (Mr. J.) BLACK (Mr. S.)
1. P to K 4th P to K 4th
2. K Kt to B 3rd K Kt to B 3rd
3. B to Kt 5th P to Q R 3rd
4. B to R 4th Kt to B 3rd

Transposing the opening into an ordinary variation of the Ruy Lopez.

5. Castles. B to K 2nd
6. P to Q 3rd P to Q 3rd
7. P to B 3rd Castles
8. R to K sq B to Q 2nd
9. Q Kt to Q 2nd K to R sq
10. Kt to B sq Kt to K Kt sq
11. Kt to K 3rd P to K Kt 3rd
12. P to Q 4th B to B 3rd
13. P to Q R 3rd B to Kt 2nd
14. B to Kt 3rd P to K R 3rd

Black has elaborately dug himself into a position of defence that does not seem called for by the attack, but it safeguards against eventualities.

15. Q to Q 3rd K Kt to K 2nd
16. P takes P Kt takes P
17. Kt takes Kt B takes Kt
18. Kt to B 4th B to Kt 2nd
19. P to K 5th

White might have advantageously brought his Q B into the open first to back up this advance.

20. P takes P P takes Kt
21. P takes Kt P takes Q

WHITE (Mr. J.) BLACK (Mr. S.)
22. P takes Q and Q R takes Q
23. B to Q 4th B to Kt 4th
24. B takes B P takes B
25. B to K 3rd K R to K sq
26. K to B sq K to R 2nd
27. B to Q 2nd P to Q B 4th
28. R takes R R takes R
29. R to K sq R takes R (ch)
30. K takes R P to B 5th
31. K to Q sq

The position has assumed the appearance of a draw, but here White, lured perhaps by the hope of victory, embarks on a line of play that is simply incomprehensible. B to K 3rd, followed by K to Q 2nd, made him quite safe.

32. K to B sq B to B sq
33. P to B 3rd B to B 4th
34. K to Kt sq P to Kt 4th

White has fatally removed his King from the centre of the struggle, and cannot now get him back in time.

35. P to Q Kt 4th K to Kt 3rd
36. P to K R 3rd K to R 4th
37. K to B sq B to B 7th
38. K to Q sq K to R 5th
39. P to B 4th P to B 3rd
40. P takes P R P takes P
41. B to K sq B takes B
42. K takes B K to Kt 6th
43. K to Q 2nd K takes P
44. P to R 4th P takes P
45. P to Kt 3rd P to R 6th

White resigns.



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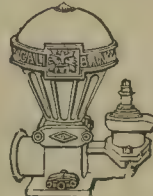
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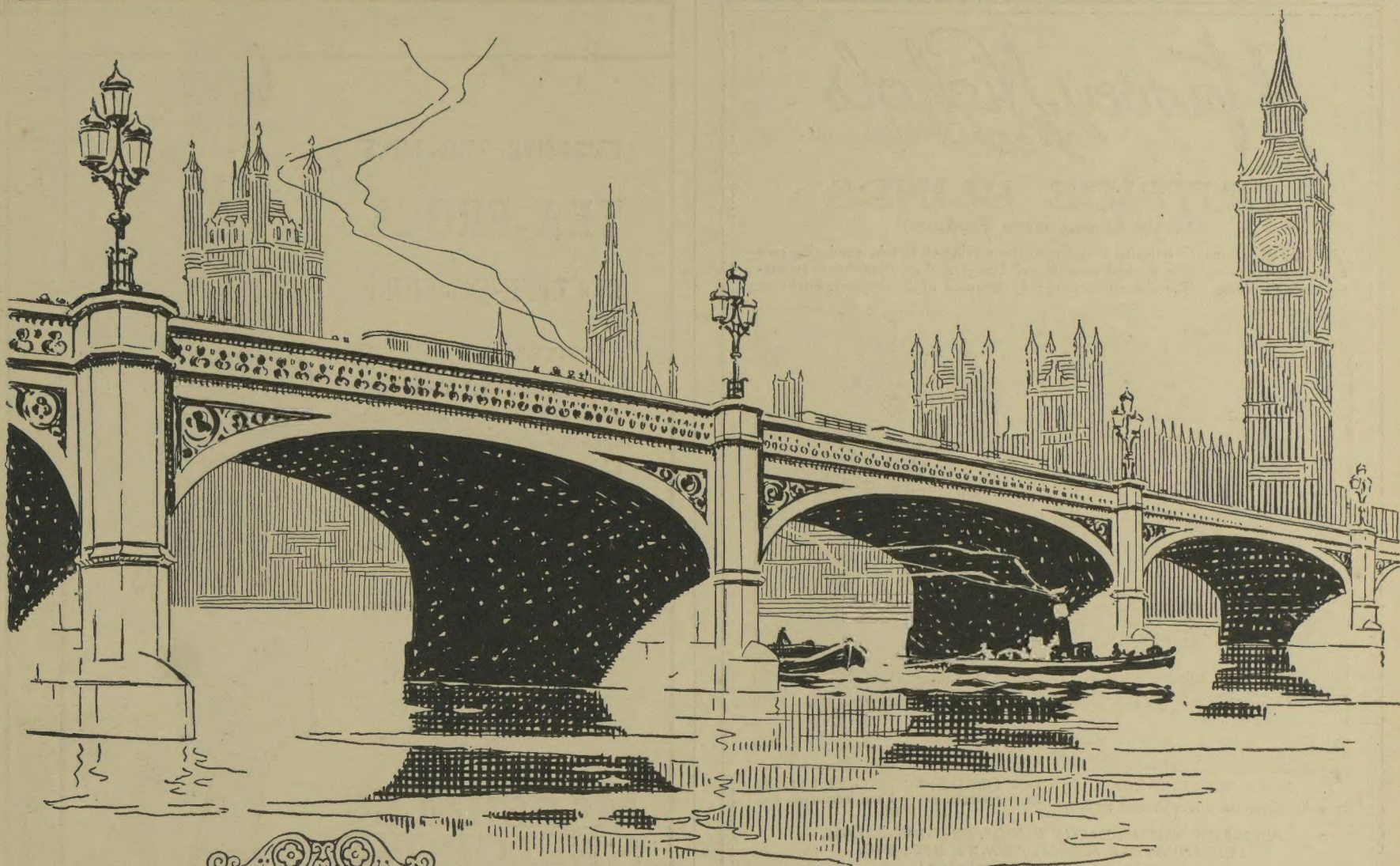
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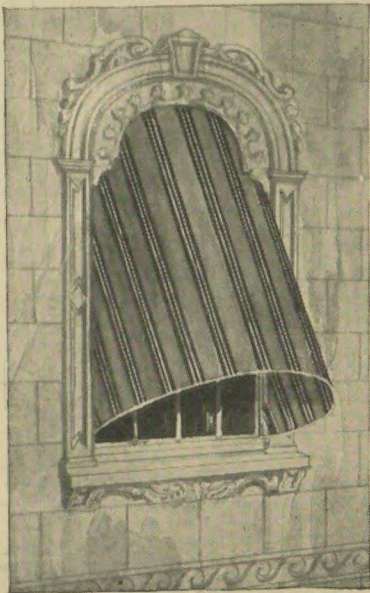
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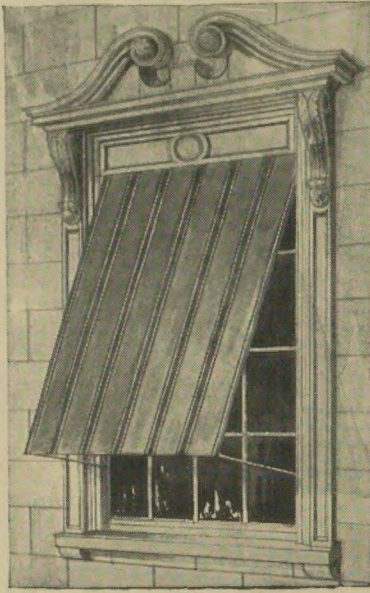
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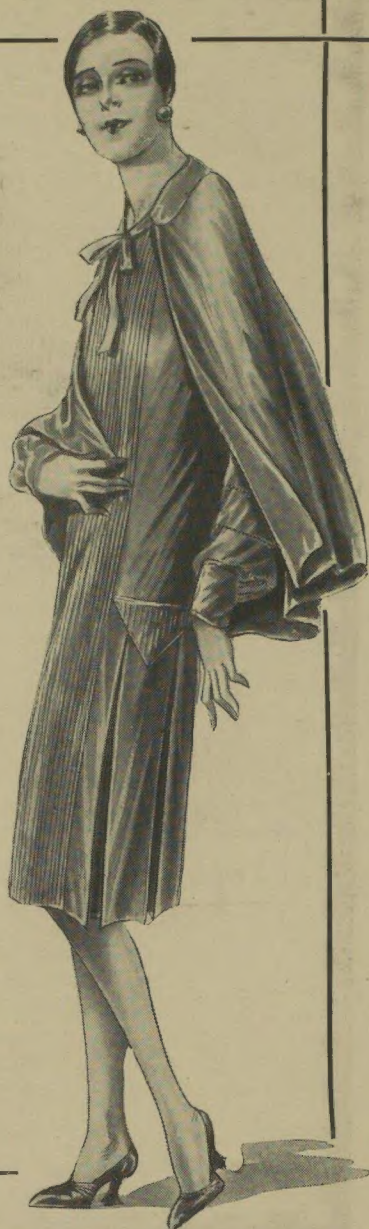
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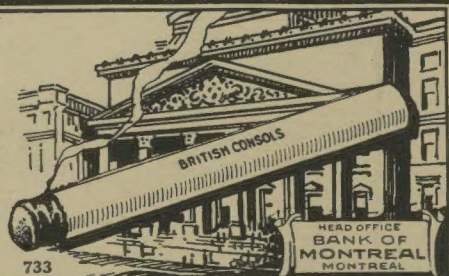


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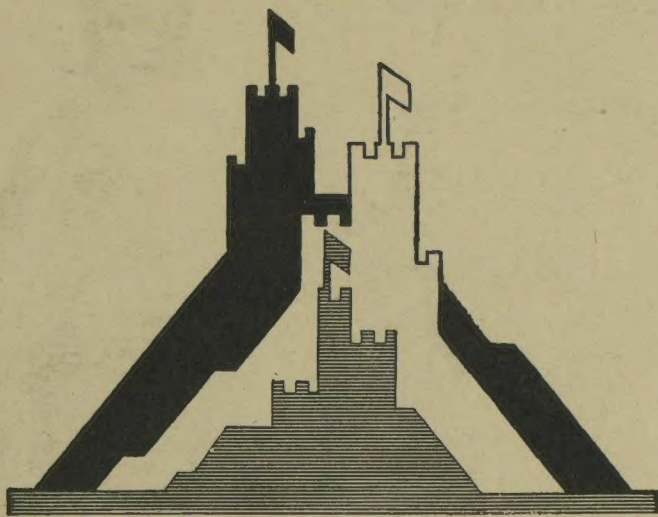
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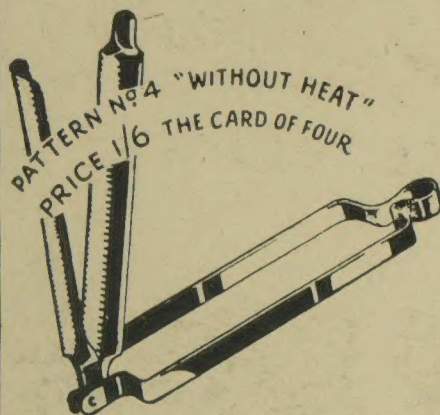
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